

135 LIVES LOST IN A TERRIBLE SEA TRAGEDY

Liner Vollurno on Fire in Heavy Storm and Wireless Brings Quick Aid - Rescue Ships Helpless to Give Aid While Storm Lasted--521 Rescued Before Ship Sinks.

London, Oct. 12.—Not since the Titanic sank has Europe been so thrilled as by a wireless message today telling of the burning of the steamship Vollurno in mid-Atlantic with a loss, so far as is at present known, of 135 lives and the rescue of 521.

The survivors are aboard a fleet of steamers jammed by the Vollurno's call for help some of which are bound eastward and others westward.

The Vollurno sailed from Rotterdam Oct. 3 for New York. According to the official statement, she carried 52 first-class passengers, 538 steerage and a crew numbering 80.

The rescue ships reached the scene of the disaster in plenty of time to have saved all but for hours stood by the blazing vessel, impatient because of the storm, to reach the agonized men, women and children crowding the starboard of the ship and within a short time.

Rescuers Battle With Storm.

All night long Thursday the life boats made a desperate effort to get along-side the Vollurno, but the waves beat them back again and again, and not until the storm abated at daylight Friday did the rescuers succeed in removing the survivors from the doomed ship.

Even now only the fringe of one of the most thrilling tales of the sea is available. Exactly how the rescue was effected is not known.

The Vollurno was well equipped with boats, sufficient, the agents say, for 1,000 people, but the lighter sea or lack of boat drill, or panic among the passengers, prevented the successful employment of them.

Carmania First on Scene

The rescue ships were able to lower lifeboats, but apparently most of the boats launched from the Vollurno were smashed or upset and the occupants drowned. Two of the boats, crowded with passengers, are reported to have got away from the ship, but a search for them has proved fruitless and they have practically been given up as lost.

The occupants are included in the death roll.

The steamer Carmania, bound from New York for Liverpool, was 75 miles away when the call for help came. Capt. Barr, ordering full steam, in spite of the gale, drove through the waves at 20 knots an hour and was first of the fleet to reach the burning ves-

sel. She was followed by La Touraine, Minneapolis, Rappahannock, Cear, Narragansett, Devonian, Kronland, Grosvenor, Kurfurst and Seydlitz at various hours throughout the day.

Flight Flames in Vain.

But try as they might, the rescuing vessels could get neither line nor life boat to the Vollurno, the forward part of which was almost hidden by a dense cloud of smoke, when the Carmania arrived.

The burning steamer lay in the trough of the sea, pounding heavily, with her propeller fouled by the boat tackle.

The terrified passengers were huddled together as far as it was possible to get from the flames, while throughout the day the officers and crew fought desperately with whatever appliances were at hand, to hold the fire in check.

But night came on and the sea abated only slightly. The circle of steamers kept their searchlights playing and waited patiently within the danger zone for the first moment when they might again launch boats.

Takes Off Survivors in First Calm

The hopelessness of the situation was manifested at 11 o'clock in the evening, when a great explosion tore away a part of the upper works and flames burst from the engine room. It then became a matter of how long the Vollurno would stay afloat.

Meanwhile several of the tormented passengers, wrapped in life buoy, dropped over into the sea. One of them was taken aboard the Carmania. It may be that others found a haven with other vessels of the fleet, but some undoubtedly were swept away.

When day broke the Vollurno was still afloat. The gale had moderated and the sea had mellowed down. From almost every one of the encircling steamers lifeboats were sent out and help them the women and children were lowered down. Several trips were necessary before the survivors were removed to a place of safety.

It is pointed out as a remarkable coincidence that the Vollurno about four years ago made a notable rescue in a great storm in mid-Atlantic of the crew of a French vessel.

Capt. Harrison, who then commanded the Vollurno, was decorated by the French Government for his daring act.

"Bullet Joe" Bush, Aged 20, a Giant Killer; Oldring Heads Bombardment, Third Game



BUSH IN ACTION



OLDRING SAFE AT THIRD. HE SCORED FIRST RUN OF THIRD GAME. PHOTOS © 1913 BY AMERICAN PRESS ASSOCIATION



BUSH, WHO DEFEATED GIANTS

New York, Oct. 12.—David J. Bush, called "Bullet Joe" was the bright shining star of the third world's series game. This young pitcher of the only 20 year old, kept the Giants down to five scattered hits and only two runs. Bush bats from the same town that the famous Indian, Bender,

came from, Brainerd, Minn. Bush was recommended to Connie Mack after he had made a name for himself as a pitcher in Milwaukee, Mont., where one of the Athletic scouts rounded him up. During the recent American League season Bush improved steadily, so that a month ago Mack told him to be prepared to take part in

the world's series. Oldring was a tower of strength for the Athletics during the third game. He is shown in the picture safe at third in the first inning on Collins' single after he had made the opening single of the game himself. He scored the first run after this slide.

COST PUBLIC
\$1,250,000
Approximately \$250,000
Changed Hands as Result
of World's Series.

New York, October 12.—Not far short from a million and a quarter of dollars was the cost of the recent world's series baseball to the American public. While this amount may be taken as a fair estimate of money directly expended there are many items that might be added directly to the expense list which are indirectly traceable to the craze for baseball.

It is perhaps the most remarkable tribute to the popularity of baseball, when more than 100,000 persons with attend by games and pour into the treasuries of the railroads, hotels, theatres, ticket speculators, club owners and players and various other business, sums that a few years ago, regarded when termed by the national game. Patrons of baseball have stamped themselves as liberal spenders where their favorite pastime is concerned. This applies to out of town followers of baseball as well as the spectators of the Giants.

Lord Northcliffe during his recent visit expressed surprise that the attendance at the contests was not better, which settled the world's series. He called attention to the fact that the first title in the English Association football championship at the Crystal Palace near London, attracted 120,000 enthusiastic spectators. But, as a matter of fact the average price at a football game in London is not much more than a quarter, which makes the total receipts about 35,000 for the game. This is about one half of the daily receipts at the Polo grounds. Since the Giants have been winning the National League championship with such aggregating regularity, many out of town business men arranged their business engagements in the east so as to make them fall due about the early date of the world's series, and these helped to swell the receipts, while not a few fans from distant cities arranged their vacations in order to see the games for the world's championship contests.

According to the report of the national commission, which had charge of the series, 150,992 persons paid admission to the five games played. The gate receipts totalled \$325,980. To this amount must be added the speculators' fees, which were easily \$100,000. A conservative estimate places the daily receipts at \$25,000 and 42 tickets in the hands of the speculators at \$300. Many of these were sold at an advance

of from \$20 to \$50 for tickets good for three games. Therefore, with five games \$100,000 is not too much to charge to the speculators' column. Hotels benefited largely by the series. With the out of town visitors there was a big representation of Philadelphians in New York daily. Many of them left over night for the New York game and spent the second night in this city, leaving for Philadelphia early in the morning in time to reach Shibe Park before the game.

During the week of the series the hotels were kept full to the extent of \$250,000. Bullfrogs came in for their share of the receipts. Many special trains were run from the South, West, and New England States. Add to these the daily trips between Philadelphia and New York, and \$175,000 or \$200,000 is easily accounted for. It is doubtful whether more taxicabs and automobiles were ever seen at an event than at the Polo grounds and Shibe Park. The receipts from this source aggregated \$25,000, while the subway and elevated carried 40,000 daily to the games in this city and 25,000 traveled daily to Shibe Park in street cars. This item alone foots up to nearly \$10,000. Theatres were not neglected and the box office receipts were probably increased \$25,000 for the series. Many visitors spent their early morning hours visiting department stores and these derived material financial benefits from the games. Not less than \$25,000 to \$30,000 was spent in the stores.

It is a difficult matter to estimate the money bet on the series. Many thousands of dollars were wagered on the single games and series, both in New York and Philadelphia, and a safe guess of the amount bet on the series is \$250,000. This, together with other channels through which many other big sums are spent, easily foots up a million and a quarter of dollars.

TO PLAY NEWBURYPORT HIGH
The strong Newburyport high school football team will play the local high school team at Newburyport grounds this afternoon. The locals have been practising hard and the team will have a fine battle to hold the home team.

NOTICE

My wife, Gertrude Tetbury, having left my bed and board, I will no longer be responsible for any bills contracted by her.
LESTER H. TETBURY.
Oct. 11.

GIRLS' CLUB CLASSES

The classes in the Girls' Club will be started this evening at 7:30 at the club room when the Physical Culture class will begin their season's work.

KITTERY POINT
What is Happening in the Harbor Town.

Rev. Roger W. Churchill of this place will be one of the speakers at the annual meeting of the Stockingham Association of Free Baptists, to be held at South Berwick, on Wednesday October 15.

Leaster Tooley is able to be out after his illness.

George Colby is slighting the house of Capt. Charles W. Fiske.

Mrs. Charles Perry has returned to her home after visiting friends in Alfred, Me.

A piazza is being added to the house of Joseph Amazeen.

The Ladies Aid Society of the First Christian church will hold a harvest supper at the parsonage on Wednesday evening, October 15.

Mr. and Mrs. H. Winslow Pierce have returned to Portsmouth after passing the summer in this place.

It is a startling fact, but nevertheless true, that a certain schooner has been deluged so long in the lower harbor by bad weather, that a main topmast has sprouted, grown, and attained full size during her stay.

George A. Kimball of Boston passed Sunday with his family in this place.

Cecil L. Seawards at Dover, N. H., visited his parents, Captain and Mrs. George Seawards on Sunday.

The fog embargo on shipping was uncovered Sunday morning, but the weather remained such that only one vessel left the harbor; the five master George P. Hanson, for Philadelphia. The steamer Charles F. Mayer arrived from Baltimore in the afternoon.

Miss Ruth Picot of Portsmouth visited relatives in town on Sunday.

Ralph Locke of Kittery passed the week end with his grandparents, Mr. and Mrs. Jackson G. Irish.

Charles Manson of Boston has been the recent guest of relatives in town.

Hybert R. Baker and son Ralph, were visitors in Boston on Sunday.

Thomas Wilson of Kittery was a Sunday visitor in town.

Clifford Bryant of Boston passed Sunday with his mother, Mrs. James Coleman.

Harold Grace of Portsmouth spent Sunday with relatives in town.

Mrs. H. R. Baker left on Sunday for a visit to her daughter, Mrs. Kupper, in New York.

Newton Wheeler of Kittery was in town on Sunday.

Hammons Blaine of Harvard College, passed the week-end at the Blaine cottage on Gerrish Island.

Mr. and Mrs. Dana B. Cutter of Lynn, Mass., formerly of this city, passed Sunday with friends in Kittery.

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Sweaters, worth \$7.50, for \$6.50

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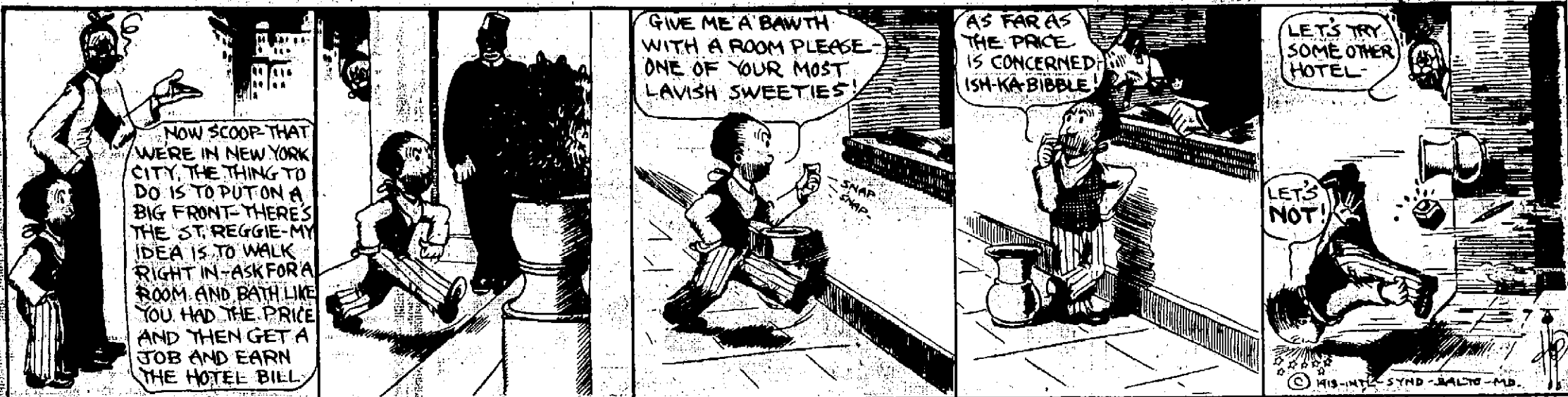
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SCOOP

THE CUB REPORTER

Speaking of Front, Why FRONT?

BY HOF



JUDGE R. G. PIKE IS APPOINTED CHIEF JUSTICE

Concord, N. H., Oct. 12.—The resignation of Chief Justice Wallace of the Superior Court, who has been ill a long time, was accepted at a meeting of the Council and Judge Robert G. Pike of Dover was named as chief justice.

The Governor now has yet to appoint a Supreme Court judge to fill the vacancy caused by Judge Bingham's appointment to the United States Circuit Court of Appeals, and also the naming of a Superior Court judge.

SECOND DOVER JUDGE

Chief Justice Pike's Appointment Clearly Follows Judge Kivel's—17 Years on Bench.

Dover, N. H., Oct. 12.—Once more the Stratford County bar is honored by the Felker administration, the appointment by Gov. Felker of Judge Robert G. Pike of Dover as chief justice of the New Hampshire Superior Court to fill the vacancy caused by the resignation of Chief Justice Wallace of the Superior Court, who has been ill a long time.

A few weeks ago John Kivel of Dover was appointed an associate justice of the Superior Court to succeed Judge Mitchell of Concord. Judge Kivel carried to Judge Pike today the news of the latter's appointment.

In seniority of service Judge Pike is at the head of the Superior bench, having served more than 17 years as a state judge. He was appointed to the old Supreme Court in 1896, after the death of Chief Justice Doe, to suc-

ceed Associate Judge Carpenter, who was made chief justice. He served on the Supreme bench until 1901, when the Legislature set aside that Court and created a new Supreme Court and a Superior Court. Judge Pike had then made an associate justice of the latter.

Judge Pike was born in Rollinsford July 28, 1867, the son of Amos W. and Elizabeth M. (Chadbourne) Pike. He is descended from John Pike, who emigrated from England to Newbury Mass. in 1635. On his mother's side his ancestry goes back to Humphrey Chadbourne, who came to this country in 1811.

Judge Pike attended Dartmouth Academy and graduated from Dartmouth College in 1872. On leaving college he engaged in civil engineering and was one of the party who ran the lines of the Portsmouth & Dover railroad in 1873. He followed the profession until 1878, when he began the study of law under Chief Justice Doe. He was admitted to the bar in 1881, and began practice in this city. He served as city solicitor in 1887-89 and as judge of probate for Stratford County from 1889 until his appointment to the Supreme Court in 1896. In 1891 he was admitted to the United States Circuit Court bar. He is a Republican. He has been a trustee of Berwick Academy and a visitor on the Chandler Foundation of Dartmouth.

Judge Pike is a member of Mt. Pleasant Lodge of Odd Fellows, Mesons Paul Lodge of Mesons and St. Paul Commandery, K. T.

smoker. But when a buckskin cover is placed on the pipe, ostensibly to protect the bowl, the heat from within when the smoke curls upward melts the wax covering into the buckskin and renders the outside shell of meerschaum liable to dirt and in fact anything but a pretty color.

"The best possible way for a meerschaum to be colored is for the smoker to use a false bowl, and never smoke in the pipe itself. It is well to pack tobacco tightly in the real bowl, insert the false bowl and then pack with tobacco and smoke only from the latter. The heat will be transmitted moderately into the tobacco, which is in the real bowl, but which is not burning, and jewels there from will be exuded to color the pipe in the most approved fashion.

"False bowls make valuable pipes possible and they serve admirably for the high-priced meerschaum which the smoker prizes. Just as a calash would burn through in no time if a false bowl were not used, direct burning in a meerschaum chars the stone instead of coloring it."

AT PORTSMOUTH THEATRE WEDNESDAY.

Everybody in Portsmouth who has enjoyed seeing "A Fool There Was" will be interested to learn that the author of that thrilling and vital drama, Porter Emerson Browne, has written another play, this time a comedy, and it will be presented by Cohen and Morrie at the Portsmouth Theatre on Wednesday evening. The title of the new piece is "Dollars and Sense" and Douglas Fairbanks is the star.

In "Dollars and Sense" there is a firm of get-rich-quick promoters who have an expensive suite of offices in downtown New York, and there, like the wily spider they weave the fascinating web of speculation so attractively set forth in the lurid literature with which they flood the country.

In this environment, with the assistance of an office force and customers that fairly fall over themselves to get in on the ground floor, Mr. Browne has found it possible to create

MORE BUILDING GOING ON THAN FOR YEARS

There is a great amount of building going on here this fall and in the past few weeks it has increased so that some of the contractors have more than they can handle. There are six houses being built on Broad street and South street at the present time, all within a few hundred yards of the others.

They are the house on South street being built for Miss Mary Call by S. S. Trueman & Co., the Ira St. Clair house on the corner of South street and Sagamore avenue by E. N. McNabb & Co., a new house on Broad street for Joseph Long by Edward Peterson & Co., a double house on the same street for Misses Craig, further up the same street, E. N. Mc-

Nabb & Co., are building a house for Ernest Cook, and adjoining on Sagamore avenue the same contractors are building a house for Frank Prishog.

On Saturday McNabb & Co., started out a new house on Richards avenue for Chief Hartsman Edward Sweeney U. S. N.

Mahlon Bleckford, foreman laborer at the navy yard, has purchased the lot on State street west of Goodwin Park and has awarded the contract to E. N. McNabb & Co., to build him a residence. In addition to the above S. S. Trueman has started work on the addition to the Biks Home and the other contractors are finishing houses well along toward completion.

Fred Watkins is building a house on Wilder street.

RAILROAD WON IN SUIT FOR DAMAGES

The jury in the case of Rebecca M. Moore vs. The Boston & Maine railroad which went to their room at 1:10 o'clock in Superior Court in Dover, Friday afternoon to deliberate over the evidence, returned a sealed verdict at about 5 o'clock Friday afternoon. The verdict was in favor of the defendant and the jury finding that the defendant was not guilty as charged by the plaintiff. Two jurors on the panel after returning the verdict were excused until next Tuesday morning at 9:30 o'clock.

Monday being a legal holiday there will be no session of Superior Court. The court will convene again on Tuesday morning next at 9:30 o'clock when the case of Leavitt vs. the City of Dover and Grace P. Huskell will be in order for a jury trial. At the conclusion of the above civil case, the criminal docket will be taken up by County Solicitor Hughes. It is said that there are three more criminal cases that will be tried by the jury.

SAFE A PIONEER RELIC

A monster safe, built of heavy iron and weighing 1400 pounds, a relic of the frontier days of Colorado, has been found in the carpenter shop of Samuel Eldridge, Golden, Col.

The safe was freighted across the Plains by ox teams in the early days and was consigned by the old Boston Freighting Company to its agent in Golden, George K. Kimball.

Kimball used it at Golden for a time and then had it taken to Central City, at that time a flourishing mining camp. It was later sent back to Golden to be used by Captain E. L. Berthoud, a pioneer civil engineer and the builder of the Georgetown loop and the wagon road over the pass above Georgetown that now bears his name. It was placed in the old Overland Hotel, which later became the Capitol building of Colorado, where it remained for four years during the Civil War.

In the spring of 1896 it was taken to Russell Gulch by Kimball where he used it until 1870, when he came back to Golden to act as agent for the Colorado Central Railroad. In 1872 Kimball was appointed postmaster at Golden which was then one of the largest settlements in Colorado, and the safe acted as a depository for Uncle Sam's funds and stamps.

At the expiration of Kimball's term as postmaster the safe was again taken to the Overland Hotel to be used by Captain Berthoud. After a month or so Berthoud a few years ago was torn down and the safe stored in the carpenter shop next door where it now stands. It is now the property of Mrs. George K. Kimball, widow of the pioneer who first owned it.

Board of Health Has Removed the Restriction From School Room. The eighth grade room at the high

for two weeks owing to the school building which has been closed meninges scare, will be reopened. Dr. C. E. Johnson on Saturday informed the school department that there was no more danger from that source and to have the school room opened. The case in this room was that of the Drury child and she had not been in school for four days before she was stricken, but it was deemed best to take every precaution and the room was fumigated and closed for two weeks.

CALL FOR A PRONOUNCING SCHOOL

Boston is a simple word and Boston people are precise in their language. If opinion differs widely in Boston concerning the pronunciation of the name of the city what wonder that in other cities with names less simple and with people less enlightened it has become difficult to secure a general agreement upon pronunciation.

There is an official way to say Los Angeles, approved by the learned bodies, the civic societies and the city council. We shall not attempt to express it in letters, because thus expressed it is more bewildering than the authorized spelling.

St. Louis is properly Sang Louis or Saint Louis. Probably a majority of the people of the city split the difference and call it Saint Louis. Shall we say that that pronunciation is authorized by usage?

What of New York? The familiar method of expressing the New York pronunciation is N'Yawk. An outsider finds it almost as difficult to speak of N'Yawk with the Broadway accent as it is to say Goethe to a German or Danton to a Frenchman.

As we have made a start at learning the local pronunciation of the names of our cities let's keep it up. Let us have an authoritative statement respecting Louisville and Houston, Bouthkepsale and Spokane, New Orleans and Des Moines, and a multitude of smaller places, where speaking the names is always confusion of tongues.—From the Syracuse Post-Standard.

POPE TO SIGN NEW LAW CODE

Rome, Oct. 12.—Pope Plus will sign a document next year which will be not only the most important to which he has affixed his signature during his pontificate, but one which is looked on as the most important in the history of the Catholic church and one of the greatest reforms by any Pope, namely the codification of the canon law decreed by Pope Pius in 1904 and now practically completed.

The work, which has taken more than nine years, was in the hands of four commissions, one consisting of cardinals and the other being made up of consultants assisted by the canonists of the leading universities and seminaries abroad with the co-operation of Catholic bishops throughout the world.

The commissions carefully prepared four volumes containing the text of the laws and recast the system while editing them. An idea of the importance of the work may be gathered from the fact that the canon law at present consists of written and tradi-

tional legislation of the church since the days of the apostles, documents extending over practically 19 centuries.

Cardinal Gaspari, the practical editor in charge of the work, says three of the largest rooms in the Vatican are filled with collections of decrees and constitutions which will cease to have force when the Pope has promulgated the new code.

AMERICAN NAVAL OFFICER DRUGGED.

Quartermaster on the Delaware "Fin Himself" in Southampton.

London, Oct. 12.—The strange story of an American sailor's loss of memory and speech for several days has just come to light at Southampton. The man is Clyde W. Stuart, quartermaster of the American battleship Delaware, and he gave an account of his adventures yesterday.

"I left the Delaware about Sept. 18 on a 30-day furlough. The Delaware was then at the Norfolk navy yard, and I started home to see my wife and children. I remember arriving in New York. I was then in good health and sound in every way. I next remember three seamen on a strange vessel holding me down while the captain was trying to give me some medicine, and as soon as possible I was put to work.

"I had lost all power of speech from the effects of a drug that must have been given to me, but I don't believe the captain knew anything about my being drugged. Also I think he signed me on in good faith."

WARNED ON CIGARETTES

Manchester, N. H., Oct. 12.—The police Saturday made a wholesale roundup of small dealers who are charged with selling cigarettes to schoolboys. Five shopkeepers and 12 boys were warned by Chief Healy at police headquarters that further offenses will mean prosecution.

Teachers complained to Truant Officer Chittis, W. Davis, who investigated and reported to the police.



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ARGENTINE BEEF

New York, Oct. 12.—The Journal of Commerce & Commercial Bulletin says:

That the big packers are taking hold of the Argentine beef proposition in a more earnest way than yesterday my information obtained by the Journal of Commerce. It was also learned that they are making no chance of outside competition, having already engaged all refrigerating space on the Lamport & Holt boats clear to the end of December, if not beyond. To the Armour and Swift houses, however, is added the Sulzberger concern of this city. These three concerns will, therefore, have a monopoly of the new Argentine beef trade made possible under the clause of the new tariff law placing beef on the free list. Other concerns desiring to enter into this trade will have to wait until additional refrigerating room is provided, which will not be for several months at least.

The steamship people made no secret of the fact that heavy shipments of beef are to be made right along. Lorenzo Daniels, of Buck & Daniels, agents for the Lamport & Holt Line, confirmed the statement made that large importations of Argentine beef had already begun, and stated that they would continue indefinitely from another source it was learned that the shippers, as well as the consignees, were the Armour, Swift and Sulzberger concerns.

Because of the fact that the Argentine beef trade with this country is to remain in the hands of the regular packers, the arrival here of the first cargo early in November will be looked upon as a practical demonstration as to the effectiveness of the new tariff in reducing the cost of living. That outside competition with what is popularly known as the beef trust would be one of the achievements of the new law was confidently expected, but from present indications this is as far off as ever. According to a well informed provision man, the packers have foreseen the present situation for some years, and have been providing for it. Ten years or so ago the quality of cattle on the South American ranges was small and the animals themselves rather sorry looking creatures. The Swift and Armour, however, went down many head of the fine breeding cattle, with the result that the number and quality are rapidly improved.

The steamship companies, however,

have not been so keenly alive to the situation and only the newer boats of the Lamport & Holt Line, put on within the last two or three years, have any refrigerating facilities at all. Within the next few months however there is a possibility of much additional freight room being available. What are known as the Nelson boats especially built for the trade between Argentine and European ports by the Nelsons, the Glasgow packers, have been acquired by the Royal Mail Steamship Company, and it is understood that within a few months arrangements will be made to place some of these boats in service between Argentine and United States ports. It is thought that the capacity of the Nelson boats will be sufficient to take care of the American demand for South American beef for some time to come.

PIPE LORE

John Gloesinger, president of the Manhattan Brier Pipe Company, who has United States Tobacco Journal says is an authority on all sorts of pipes, has written for that journal an interesting piece of advice on how to care for a meerschaum pipe. The occasion for his advice was a recent controversy among the ever ready and voluntary correspondents of the daily newspapers, in which several bits of what he calls careless advice were given. He especially rebuked the bit that a meerschaum pipe should be lightly covered with buckskin if it is to be colored to the deep glossy brown as dear to the smokers who value as much about the appearance of his pipe as he does about the quality of tobacco which he puts in it.

The worst possible advice to a meerschaum smoker is that he cover the pipe with buckskin, and yet a very great number of people believe this to be imperative. Says Mr. Gloesinger, "Meerschaum is a porous mineral, and the only possible way in which it will color with nicotine, or tobacco juice, or whatever you want to call it, is for the surface to remain freely exposed to the air. The way these pipes are made, nowadays, is a thin coating of transparent wax is placed over the outside of the bowl, and the stem too, if that is of meerschaum. The nicotine in smoking from the inside of the bowl through to the surface melts this wax and colors the exterior in the fanciful shades so highly prized by the confirmed pipe



Mrs. Stuart Robson.

stage types that are sure to be interesting studies for that great mass of mortals who would like to get something for nothing.

The unprincipled schemers, who have raked in millions from the unsuspecting public, reckon without knowledge of what is going on right under their very noses, however, and in the end are trapped up by a mere country boy, who happened to have more brains and cunning than they possessed. The man is urged to carry out his plans by the fact that his own inheritance, as well as all of the money, his parents and his sweetheart's mother could scrape together, has, unknown to him, been sunk in the stock of one of the fraudulent companies promoted by his employers. How he finally outwits them and wins back his children of sweethearts, who have been drifting away from him, is related with the head of the arm, a story of the playwright in a series of strong scenes which combine the humorous, the tender, the pathetic, the tense and thrilling, with clever ideas and smart repartee of an unusual sort.

Besides Douglas Fairbanks, the cast includes Patricia Collins, Mrs. Stuart Robson, Archie Boyd, Carlisle Crane, Edward Gilmore, Frank Moore, Charles E. Verner, Grace Goodall, Bessie Dugan and other of note.

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FOR PORTSMOUTH AND PORTSMOUTH'S INTERESTS

Telephones

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Portsmouth, N. H., Monday, October 13, 1913.

The Canadian Tariff.

It is not surprising to learn that the tariff issue is likely to bob up again in Canada. The enactment of the Underwood law at Washington makes it almost a certainty, for in these days of frequent intercourse among nations peoples as closely related as the United States and the Dominion cannot well continue upon widely differing tariff bases.

The indications are that Sir Wilfrid Laurier and his liberal party are ready to urge once more a lowering of the Canadian tariff wall. One would like to see this question submitted again to the voters of the Dominion. In 1911, when the reciprocity measure was rejected, the question of trade relations with the United States had become entangled with the naval issue and other questions and the result was not convincing as to the tariff. It is possible that now with the changed situation in the United States the Canadian electorate might be persuaded to change the verdict of two years ago, particularly if the question could be kept distinct from unrelated issues. The time appears favorable for resubmitting the question.—Cleveland Plain Dealer.

Cowardice at Sea.

It is not a pleasant story that comes from Seattle to the effect that when the steamship Spokane, off Vancouver, was in imminent danger of sinking through an open sea cock and the boats were ordered out "the first two boats to leave the ship were filled with men, and some women were taken on the life rafts." The incident is in strong contrast with all reports of the loss of the Titanic, and recalls the disgraceful actions that accompanied the sinking off Block Island of the Larchmont of the Joy Line, when the captain, charged with leaving his ship in the first boat, explained that he did not know it was the first. That investigation resulted in a whitewash in Providence, R. I. What will be done in regard to the practical abandonment to their fate of the passengers of the Spokane remains to be seen. Inasmuch as the ship was righted and all aboard saved, that will in all probability be hushed up.—New York Evening Telegram.

Lower Armor Plate.

One of the officers of the steel trust was in Washington the other day, and in reply to the allegation of a naval officer that armor plate had been sold to the Italian government at a lower figure than was bid on a home contract said the difference in price covered the freight costs between the two countries, it being necessary to carry the plate 3000 miles to the point of delivery in Italy, whereas the armor for American ships had been placed on boats built in Philadelphia. But what have freight costs to do with the price received by the steel companies? They didn't pay them, and if they had, their intake for armor plate would have been even less. As an explanation why the Italian government was given better terms than our own this is pretty lame.—Boston Post.

Will Foss Do It?

At last accounts Governor Foss of Massachusetts had not announced his decision as to whether or not he would run as an independent. It is safe to say that the Governor would find thousands for him that were against him and thousands that were for him now against him.

What Is Our Gain, Is France's Loss.

The statement is given out that Jack Johnson, champion heavyweight fighter, has become a naturalized citizen of France, and will hereafter make his home in that country. In a letter he is said to have declared that he will never again "set foot on American soil." If this is true, the United States authorities have rid themselves of a personage who can be well spared, and it can be truthfully said that what is our gain is France's loss.

A Monument to the Wireless.

The work of the wireless in preventing the loss of 521 lives on the steamer Voltorno will go down in history as a monument to the discoverer of that wonderful means of transmission. The work of further extending its usefulness should be hastened and laws compelling its being maintained on every ship that crosses the Atlantic should be passed.

The Poor Lighthouse Keepers.

Pity the poor lighthouse keepers who have had to live under the fog horns that have been in continuous action night and day for the past ten days. If they should take a grape juice cocktail today one could not blame them.

Columbus Day promises to be put in the same class as New Year's and Fast Day—a day for sports and picnics. Holidays are increasing in number but the idea of the fathers of these holidays have been ignored.

Injured Meyers and Defeated Tesreau at Third World's Series Game; Schang a Circuit Trotter.



Photo copyright, 1913, by American Press Association.
Chief Meyers, the famous catcher of the New York Giants, is here seen, with the fingers of his right hand bandaged up—standing in the players' pit with Jeff Tesreau, while the band is playing "The Star Spangled Banner" at the start of the third world's series game. Meyers had his fingers split open during practice before the second game in Philadelphia and was put out of the remaining games. Tesreau was badly beaten in the third game, falling in Philadelphia and was put out of the remaining games. Schang, the Athletic catcher, made the second home run in the series in the third game at the Polo grounds, New York, when he hit the ball into the far right field grandstand. Just as "Home Run" Baker did in the opening game on the same field. Schang is here seen crossing the plate after his circuit trot.

NEW HAVEN PUBLICITY

Col. Barron of Boston News Bureau Replies to Journal's Attacks.

To the Editor of the Boston Journal:
I thank you for publishing my letter in full and I am willing to throw more light on the subject of New Haven railroad advertising, so far as it concerns you personally, in view of your repudiation with a black, scolding border of your declaration of May 2, 1913, intimating that you did not get the amount of New Haven advertising to which you think you were entitled. I ask you a little more definitely, this time:

First—Does the Boston Journal proposition to solicit any corporation or financial advertising?

Second—Does it approve of Mr. Chandler's withdrawal as a progressive candidate because The Boston Journal had "exposed" him as an advertising agent handling some \$17,000 of advertising for the account of the New York, New Haven & Hartford Railroad Company?

Mr. Chandler spent \$17,000 in advertising for the benefit of New England and its transportation system, magnificent illustrated articles written by Seymour Huxar, a well-known and highly-spirited newspaper writer in Boston.

Felt Aggrieved.

I felt aggrieved that my advertising agency was not invited to handle the business, but I looked it carefully over and could not see that I could have materially improved the matter or the illustrations excepting in one place. That page was signed by the president of the road.

That it passed under my eye I would have insisted that the president make more clear his meaning, but I admit that very few people talk to railroad presidents as frankly as I always do on matters of publicity.

I have told down the law to many of them because I am, first, a journalist and understand the rights of the public and the press in matters of publicity. Your request, Mr. Journal, should be that you did not get all the New Haven advertising but that you refused to publish the news truth concerning New Haven. You had it all before you in the Boston News-Bureau bulletins, but preferred to publish columns of false allegations from seekers after public office. But I believe you never

received even a complaint from me or the New Haven road. I lay down the law in respect to corporation advertising that I handle, that it shall be absolutely independent of the news and editorial columns and shall never be used as a lever against the freedom of the press.

If anybody in Boston received pay for readers or writers or favorable news or articles concerning the New Haven road it must have been The Boston Journal for no other paper did.

Spent \$40,000 in Ads.

I think I spent, as announced at the time, for the New Haven railroad about \$40,000 advertising from Omaha and New Orleans to Maine, "Ball From Boston." I placed the advertising in The Boston Journal and paid you therefor. I never asked you for a line of publicity, for a reader, or a writer, or an expression of opinion, directly or indirectly, concerning the New Haven road, and you know it and know it perfectly well. And if you further desire the truth you can investigate and find out that the same is true of every other paper in Boston, including the Boston News-Bureau.

You took the money for this advertisement and then later, after the account was settled, you published a caricature of the advertising. This is not good ethics in the newspaper or business world. I cut off your advertising and told my office why; that it was because you caricatured the advertisement. You cannot do that with any advertising I place with you, for you cannot do it with Jordan, Marsh & Co., or C. E. Hovey & Co., or any other respectable advertiser.

I have published hundreds of articles giving the news concerning the New Haven railroad company and refuting the avalanche of false statements that has been hurled through the press at the New Haven, its finances, its property, its operation, its railroad ties, its rails, its rolling stock, its supplies, its Pullman cars, fuel, its coal contracts, etc., etc., have done this in the interest of the traveling public, the business public and the investing public, all of whom I serve.

You are fooling your readers if you make them believe that the New Haven road spent money to buy the Boston papers or their writers or reporters. You have not a scientific evidence to back up your insinuations unless you declare that corporation advertising in the advertising columns of The Journal or any other paper is a corruption fund against the public interest.

I do not believe the New Haven railroad has paid for a write-up or ride in any daily paper in Boston, and no daily paper in Boston that expected to continue its existence beyond election time should besmirch itself and its own editors and reporters and the field in

which they labor with such insinuations.

Very truly yours,
CLARENCE W. BARRON.

"THE AGED STRANGER"

"I was with Grant" the stranger said:
Said the farmer: Say no more,
But rest thee here at my cottage porch
For thy feet are weary and sore.
"I was with Grant the stranger said:
Said the farmer: Say no more
O, prithee sit at my frugal board,
And eat of my humble store.
"How fares my boy—my soldier boy,
Of the old Ninth Army Corps?
I warrant he bore him gallantly
In the smoke and battle roar!"

"I know him not said the aged man.
"And as I remarked before,
I was with Grant—Nay, nay, I know."
Said the farmer: Say no more.

"He fell in battle? I see, alas!
Thou'ldst smooth these things o'er—
Nay, speak the truth whatever it be,
Though it rend my bosom's core.

"How fell he—with face to the foe.
Upholding the flag he bore?
O, say not that my boy disgraced
The uniform that he wore!"

"I cannot tell," said the aged man.
"And should have remarked before
That I was with Grant in Illinois—
Some three years before the war."

Then the farmer spoke him never a word,
But dealt with his fist full sore
That aged man who had worked for Grant,
Some three years before the war.
—Author Unknown.

DELAYED BY FOG

Tug Germantown and Her Tow Has Long Trip From Philadelphia to This Port.

The tug Germantown, Capt. F. H. Camp, arrived here on Sunday from Philadelphia with the barge Ashland for this port and the barges Suffolk and Pennypacker for Newburyport. Capt. Camp said the trip, which took nine days, was the longest ever made by him between the two ports. They were delayed by fog in crossing the shoals for nearly a week.

Everybody's friend—Dr. Thomas' Colicure Oil, a great household remedy for toothache, sore throat, cold, bruises, scalds. Sold at all drug stores, 25 cents and 50 cents.

CURRENT OPINION

BUSINESS WARS ARE COSTLY.

The time honored practice of rushing off to court with the disagreements which daily arise in the course of business has cost the world unreckoned millions in hard cash, has doubtless often failed of rendering justice especially to the poor man, has wasted time and energy, increased misunderstandings and stimulated rancor to an extent literally incalculable.

Business wars have been less bloody, certainly. They have still been responsible for misery enough to put them in the class of full grown tragedies, which have not always stopped upon the hither side of death.

At first blush this may seem like an exaggerated statement, but surely suicides of honest men have not been the infrequent fruit of legal battles over business matters which might easily have been avoided by arbitration, conciliation or mediation, and if some men have been driven to self-destruction by the ancient, inefficient methods, how many have been thrust by worries into mental turmoil which broke down their physical resistance and made them the easy victims of disease?

Nowhere is waste so intolerable as in the conduct of commercial business. It is recognition of this fact which has made the important business men of New York city willing to devote their time to arbitration boards.

A fight in court is virtually a fight not only against the other side, but against the community at large—the taxpayers—for every court delay means court expense, and the taxpayer bears the brunt of court expense, no matter what the final adjudication of the court may be as to the payment of the "costs" of that particular suit.—Charles L. Bernheimer, Chairman of the Arbitration Committee of the New York Chamber of Commerce.

HERRICK GUARDS SULZER "EXPOSE"

"Sensational Story" Will Not Be Given Out Till After Verdict, If Then.

Albany, N. Y., Oct. 12.—If Gov. Sulzer's so-called "sensational story," which he has long said he wanted to make public, ever is given out, it will be after the verdict of the high court of impeachment is in and his attorneys have withdrawn from his employ.

The manuscript of the story was located today in the office safe of Judge D. Cady Herrick. The Judge admitted he had it, but did not reveal any of its contents. When the case is over, the Judge said, he will return the manuscript to the Governor, and then, if he chooses to release it, he may. Then Herrick will have withdrawn from Sulzer's employ, and responsibility for the publication of the "revelations" will not rest with him.

"After I am through with this case the manuscript," Judge Herrick said, "the Governor may do as he sees fit with it. The careful manner in which the Governor's counsel have guarded the document ever since he indicted it, almost three weeks ago, has caused much speculation regarding its contents. That the attorneys consider the publication of it before the verdict would have been detrimental to their cause, is admitted. In order that the Governor, who has not always regarded their orders in respect to remaining silent, could not release the statement, they carried it away from the executive mansion.

A rumor that the Governor was ready to make public his story today caused much interest. Then it was that Judge Herrick revealed its whereabouts.

This is the first day since the trial began that the Governor has absolutely refused to see anyone. While generally he denied audiences to news-

paper and magazine men; heretofore he never has failed to see callers from other cities and many local politicians daily. Today, however, the doors of the executive mansion were barred to all. Mrs. Sulzer answered most of the calls on the telephone and at his door.

Tonight saw the passing from Albany of Emilie Kayorik, a figure who has become quite familiar at the capital since the beginning of the Sulzer administration. He is a husky sailor boy of New York, who acted as the Governor's bodyguard. During the feverish times immediately preceding and following the voting of the articles of impeachment, Kayorik ever was by the Governor's side. Sulzer has not been venturing far from the executive mansion lately, however, and so his bodyguard returned to New York.

The state's business has been practically at a standstill since the impeachment proceedings. In many instances those in charge of important departments or bureaus have been fearful of taking any action but that absolutely necessary for carrying on the state's routine business. With the knowledge that the Governor's fate will be announced before next Tuesday morning, department heads and employees not protected by civil service rules were worrying about the permanency of the tenure of office.

The Legislature also is marking time, awaiting the verdict of the high court.

The cost of the impeachment to date, not including the fees for counsel either for the Governor or the managers, is more than \$57,000.

KITTERY

Regular meeting of Odd Fellows this evening. Initiatory degree rehearsal. A full attendance is desired.

FOR SALE—A large cow and calf. Apply to William A. Shapleigh, Elliot, Me. 9-13

FALL RUG OPENING

For the next fifteen days we shall offer these special bargains to open the season. Goods are New and Perfect.

\$25.00 Axminster Rug, 9x12.....	\$19.75
\$22.50 Axminster Rug, 8-3x10-6.....	\$17.90
\$18.00 Tapestry Rug, 9x12.....	\$11.90
\$15.00 Tapestry Rug, 8-3x10-6.....	\$9.87
\$9.00 Tapsly Rug, 6x9.....	\$6.00
\$1.75 Velvet Rug, 27x54.....	\$1.12

1000 Yards Oil Cloth, Linoleum and Matting Remnants at Sacrifice Prices. It will pay you to anticipate your wants. Free Delivery Everywhere.

Portsmouth Furniture Co.,
CORNER DEER AND VAUGHAN STREETS,
NEAR C. & M. DEPOT.

GREATER NAVY IN FAVOR

Members of Senate Naval Committee Reported in Sympathy With Program.

That the President and Secretary of the Navy Department will have strong support in the Senate committee on naval affairs should they finally decide to urge a greater navy program, calling for two new battleships a year, became apparent today. Senator Tillman, chairman of the committee, when asked his opinion regarding the suggested naval program, said that he did not consider it the duty of the chairman of the Senate and House committees to formulate policies. He said that he thought it the duty of the President and his administration. He indicated strongly, however, that he would support the policy adopted by the President.

"We have elected a leader, and I believe that we should follow him," said Senator Tillman.

Senator O'Gorman of New York, was outspoken in his approval of the plan for a greater navy program. He is a

member of the committee. "I am heartily in favor of a generous treatment of the navy," declared Senator O'Gorman. "I believe in building up the navy. While I believe we should economize wherever possible, I do not believe in economy at the expense of the navy."

He said that he had discussed with the President the need for a program which looked to a greater navy, and had found the President favorable to such a program.

GET THESE REMARKABLE DRAWINGS

Thousands who enjoyed the Kitty Cobb stories of pen and ink sketches by James Montgomery Flagg that were given free with copies of the New York Sunday World some time ago, will be glad to learn that second set of drawings by the same famous artist will be printed in the Sunday World's 24 page illustrated magazine, from week to week, commencing next Sunday. They will depict the life-story of pretty Dorothy Perkins. Start next Sunday and get the next set—twenty pictures in all, one every Sunday. Order the Sunday World in advance.

HORSE BLANKETS.

You can find the best line at W. F. Woods' Harness and Bicycle store. Blankets direct from the factory, no middleman's profit charged. 60 & 10

A good sized crowd went to Boston today to enjoy the holiday.

WILL GIVE ONLY THE BOX

New Order by Telephone Co. in Regard to Fire Queries.

A move is on foot with the New England Telephone Co. to improve the service during fires. The order has already been complied with in some of the city exchanges, in the future when called upon for information as to fires the operators will not attempt to do more than give the box number of the fire alarm. It is believed that the simple habit so many have fallen into, especially children, of running to the telephone the moment the fire alarm rings, and asking where the fire is, has brought about quite a few complaints from subscribers whose legitimate and pressing calls were blocked because of this practice.

The reason for the action on behalf of the company given by one of the officials is not alone to help the public but to relieve a condition in the central exchanges that few people have the least idea of. The official explains it thus:

"This practice dates back to the time that telephone subscribers were few and far between and when the giving of such information caused no inconvenience. But what was a minor nuisance at the time, becomes a very serious proposition when their growth extends into hundreds and thousands. If we were able as a rule to give any real information under our existing practice there might be some faint reason for continuing it, but this is what happens when the whistle blows: Half the population of the town rushes to the telephone, and tries to get 'control'. The switchboard becomes a solid blaze of signal lights, and if the call comes late at night when there are only one or two operators on duty, it involves a tremendous pressure of work.

"Bear in mind that the fire bells have only stopped ringing, that the operator hasn't had time to ascertain the location of the fire, and you will see the senselessness of trying to answer the question 'Where is the fire?' not to speak of the impossibility of giving any adequate answer to those who are seeking for the particulars. If the issue concerned only the telephone operators and those seeking information about fires, the argument for the abolition of this service would not be so strong, but it is to be remembered that other subscribers also have need to use the telephone, and it is not an uncommon thing for their calls to be delayed ten or fifteen minutes, simply because the operator cannot distinguish one light from another on the switchboard and answers them in rotation just as fast as she can.

"The call might be for another fire, for police, doctors, or ambulance. We have had one or two narrow squeaks along these very lines. Only a short time ago a Portland fireman was trying to call headquarters by telephone to order a second alarm, the fire alarm box being out of order, by great good fortune the chief operator happened to pick up his call and put it through.

"We do not want to be considered arbitrary in this matter. We have discussed this proposition from every angle, and we see no solution of it in behalf of the welfare of the community except to refuse to give details regarding fires, and to confine our efforts to giving only the number of the box. Of course if any subscriber has business or personal interests that may be affected by a fire, we shall be glad to give him the address of subscribers living in the vicinity of the fire alarm box from which the call is sounded, and whom he may call if he so desires. I dare say this new rule will be a disappointment to some at first, but we know it is going to be for the benefit of telephone service as a whole, and we believe it will be approved by all who stop to give the matter a second thought.

BRACING WEATHER IS PREDICTED FOR WEEK

Washington, Oct. 12.—Bracing fall

weather with generally fair skies is promised the greater part of the country for the coming week by the weather bureau.

"Temperatures will average nearer below normal and precipitations will be generally light and local," the weekly bulletin says.

"The next disturbance of importance to cross the country will appear in the Far West Tuesday or Wednesday, cross the middle West about Thursday and the eastern states Friday or Saturday; this disturbance will be attended by a general rise in temperature; it will be followed by considerably colder weather which will make its appearance in the northwest about Wednesday.

"There are no indications at the present time of a disturbance in the West Indies."

INDIGESTION ENDED, STOMACH FEELS FINE

Time "Pape's Diapiesin" in five minutes all Sourness, Gas, Heartburn and Dyspepsia is gone.

Sour, gassy, upset stomach, indigestion, heartburn, dyspepsia; when the food you eat ferments into gases and stubborn lumps; your head aches and you feel sick and miserable, that's when you realize the magic in Pape's Diapiesin. It makes all stomach misery vanish in five minutes.

If your stomach is in a continuous revolt—if you can't get it regulated, please, for your sake, try Pape's Diapiesin. It's so needless to have a bad stomach—make your next meal a favorite food meal, then take a little Diapiesin. There will not be any distress—eat without fear. It's because Pape's Diapiesin "really does" regulate weak, out-of-order stomachs that gives it its millions of sales annually. Not a large fifty-cent case of Pape's Diapiesin from any drug store. It is the quickest, surest stomach relief and cure known. It acts almost like magic—it is a scientific, harmless and pleasant stomach preparation which truly belongs in every home.

PERSONAL

O. M. Rolfe and wife of Augusta, Me., are passing the day in this city. Miss Blanche M. Fisher has returned from a visit with friends in Boston.

The Misses Mary and Julia Conlon are the guests of friends in Manchester.

Mr. and Mrs. J. W. Parker of Rochester, N. H., are passing the day in this city.

Joseph H. Drake of Rye has gone to New York with Paymaster Brown, U. S. N.

Mr. and Mrs. Frank Saul of Langdon street have returned from a visit to relatives in Ohio.

Alfred O. Booth, former Secretary of the Y. M. C. A., now of Boston is passing the holiday here.

Superintendent of Streets John W. Doyle and William Currier of Dover were visitors here today.

John Desmond of Coker's Market has been called to Haverhill, Mass., by the illness of his mother.

Miss Mary Pfeiffer of Wellesley, 1916, has been chosen to be one of the rowing crew of the 1916 class.

Dr. Harrie S. Bucktel of New York, a former resident of this city, was here today with an automobile party.

Alfred O. Booth of Boston, General Field Secretary of the Y. M. C. A., was here today renewing old acquaintances.

Miss Mildred Mahoney of Greenland was removed to the Portsmouth Hospital this morning for an operation.

Miss Catherine Keefe of Cabot street has returned from a visit of several weeks with friends in Boston.

Mrs. M. H. Philbrick has gone to New York to pass the winter with her husband, Paymaster Philbrick, U. S. N.

Dr. A. B. Sherburne, Rudolph Leblond, F. M. Bennett, Burpee Wood, have gone to Lakewood to pass the week ending.

C. P. Shillaber and family and Manning Ackerman and family left this morning for a trip to Alton Bay by auto to pass the day.

The hosts of friends of John Torrey will be pleased to learn that he has so far recovered from a severe attack of the grippe as to be out of doors.

AMERICAN EGG IN BIG DEMAND

Washington, Oct. 12.—The popularity of the American egg abroad has increased remarkably in the last 20 years, according to the bureau of foreign and domestic commerce.

The experts of the bureau today issued a report showing that exports of American eggs during the fiscal year of 1913 reached 21,000,000 dozen, as compared with 14,000,000 dozen 20 years ago. More than half of the total went to Canada.

Itching, torturing and eruptions, disfigure, annoy, drive one wild. Doan's Ointment is praised for its good work. 50 cents at all drug stores.

WILL SPLIT THE ARMY

Believed That Huerta's Coup Will Precipitate a Crisis in Mexican Affairs.

Mexico City, Oct. 12.—There has been endless speculation here regarding the effect of Provisional President Huerta's coup d'état. Many appear to believe that the logical result will be a split in the army which they assert has only been held together by the force of General Huerta's course in general and that this will test loyalty to the danger point. They look for startling developments in the near future.

On the other hand there is a large element which believes that President Huerta took the only possible course and expresses wonder that he had not taken the step long ago. Huerta's friends say that it is no secret that had the deputies believed any substantial part of the army would stand with them they would have overthrown Huerta completely and taken the reins of government wholly in their hands.

The minister of the interior, Manuel Garza Aldape, issued the following announcement today:

"The deputies, who have been arrested and imprisoned, cannot be released on any writ. They will be tried for the various offenses of which they are accused. Not one of them has been released by the government to date. They will be treated well while in confinement.

Will Not Affect Election.

"The dissolution of congress will not affect the holding of the election in the least. The ballots will be cast in October. The only change in the election program will be that new senators and deputies will be elected to replace those put out of office by the coup d'état.

"The governors, civil and military of all the states, have been notified of the dissolution of congress, and all have responded, accepting the government's course of action. All the governors have reported that the conditions in the respective states and territories are tranquil and that there have been no disturbances anywhere."

Minister Aldape has assured the families of the deputies that the prisoners will be treated with consideration. They will be allowed to receive clothing, food and reading matter from their families and friends, but will not be permitted to talk to anyone, even on regular visiting days.

Detachments of troops patrol the streets, but the excitement which resulted from the coup has subsided. At no time has there been any rioting or disorder in the capital in consequence of the events of the past few days.

TWO BIG STEAMERS FOR BOSTON

The Cunard Line announces next year that the Caronia and Carmania, each of a tonnage of 20,000 tons, will be attached to the Boston-Quebec-Liverpool service, maintaining with the Princeps and Laconia a weekly service.

The Caronia and Carmania, are so well and favorably known that the addition of these steamers to the Boston trade will doubtless attract further business to Boston.

Sailings for 1914 will be published later.

FOR SALE

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Portsmouth Theatre
F. W. HARTFORD, MANAGER

Wednesday Night, Oct. 15th

COHAN AND HARRIS
PRESENTS

Douglas Fairbanks

IN

Dollars and Sense

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Author of "A Fool There Was"

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PRICES—35c, 50c, 75c, \$1.00, \$1.50

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WATERS OF PACIFIC AND ATLANTIC MEET IN CANAL

Wonderful Engineering Feat Nearly Completed--Interesting Facts and Figures.

At last the waters of the Pacific and Atlantic Oceans may be said to have mingled in Culbertson Cut of the Panama Canal. When Pres. Wilson on Friday afternoon pressed the button on his desk in the White House, he gave the signal for the explosion of dynamite planted 20 feet in the earth of the artificial dike at Gamboa, which released the flow of water from the great Gatun Lake into the celebrated excavation.

Only the slide at Cucaracha in the cut then prevented the free flow from ocean to ocean. Only the presence of the huge mounds of earth that swept down from the sides of the excavation then interfered with the passage of tugs and dredges through the 47 miles of waterway. But if no other great slides occur it is but a question of weeks when the depth of water throughout the length of Culbertson Cut will admit of navigation by the largest draft vessels.

Last Touches Wanting

The triumph of the American engineers is nearly achieved--the subjugation of nine miles of mountains and treacherous earth, the obstacle that more than any other single element defeated de Lesseps and his French associates. What remains to be done to clear this cut is simply completed with what has been accomplished.

Substantially all the dry dredging has been done. From now on the hardiers in the cut will be removed by the powerful floating machines, and a flotilla of dump barges, instead of rail road cars, will carry away the material as the deepening of the bed of the canal is continued, the steam shovel has completed its work, and it must retire in favor of its machine companion.

The Panama Canal is 47 miles long and it runs substantially east and west but the Pacific end is the eastern instead of the western terminal, owing to the (white) section of Central America. When finished it will have cost \$375,000,000, and of this vast sum all provided by the United States government, \$160,000,000 will have been

distributed in salaries and wages. President McKinley initiated the movement for the canal. President Roosevelt practically started the work and brought it to within 50 per cent of completion, while under President Taft it was carried to within 90 per cent. President Wilson will finish and open it.

There is a sentimental touch to the last work that is to be done in clearing Culbertson Cut. One of the dredges selected for the final attack on this section is one of the few relics of the old French Canal Company, which was built in Havre in 1834 and for years lay in the mud on the banks of the Chagres River. It was refitted by the Americans and has been in constant use for seven years. Now it is being used to remove the earth of the Gamboa dike.

The canal has been under construction in three sections, and all but the central division is nearly finished. The Atlantic division extends from deep Gatun locks and dam, a distance of seven miles, including the locks and dam.

The Atlantic division is at sea level. This section is 500 feet wide and 41 feet deep and ends at the Gatun dam and locks, which combined are one and one-half miles long. Midway in the dam is the spillway to regulate the flow of water out of Gatun Lake, an immense basin. The flowage through the spillway operates a hydro-electric power plant for generating power and illumination for the entire canal.

The Three Locks.

Abutting the dam are located three twin Gatun locks which lift vessels from the sea level channel to the Gatun Lake 55 feet above the Atlantic sea level. Each lock is 1000 feet long and 110 feet wide, and these dimensions will admit of the passage of the largest ship now afloat, for the length is 915 feet in length with a beam of 95 feet. It is estimated that it will take an hour and a half to raise a vessel 55 feet and make the passage through the locks. The cost of the Atlantic division which is completed, was \$25,821,000.

Beyond the Gatun dam and locks to the east or toward the Pacific Ocean lies the expansive Gatun lake created by the Gatun dam to hold the flow of the Chagres river. Through this lake is a channel 23 miles in length, from 600 to 1000 feet wide and 40 feet deep. Ships will steam through this channel at full speed and gas buoys and lighthouses will be established to mark the course at night.

This channel cost \$7,777,000 far less than any other section of approximately length. At the western end of Gatun lake is the beginning of the great Culbertson Cut. The great problem of the undertaking was to make an opening through this mountain range for Culbertson. It is the continuation of the continental divide. The engineers were compelled to excavate a canyon through the range.

Although the cut is only nine miles long, 41 steam shovels have worked incessantly for nine long years and 475 dirt trains have gone out daily loaded with earth and stone. The blasting was mostly through solid rock. The opening which machinery and 6000 men have made is 300 feet wide at the bottom and in many places 272 feet deep, with an average depth of 120 feet.

Some Tremendous Landslides

Land slides in the cut have been frequent and these slides have been no ordinary slippings of the sides. Workmen have been in constant danger of death from the rapid descent of what might well appear to be all the visible landscape. The magnitude of a Culbertson slide may be realized from appreciation of what it means for 45 acres of land to come tumbling into a cut, as happened in one instance. The latest slide at Cucaracha was sufficient to erect a great barrier across the cut.

Vessels passing through Culbertson will steam between two towering banks for nine miles to the Pedro Miguel lock and dam, which mark the descent to the Pacific. The Pedro Miguel lock is to lower ships for 50 feet to the small artificial Miraflores Lake. The lock is similar in type and dimensions to the Gatun lock, and the cost of the lock and the dam was \$12,914,000.

The Miraflores Lake was formed by damming the Cocle river and there is a channel one and one-half miles in length through the lake to the Miraflores locks. The latter locks were designed to lower ships 55 feet to the sea level, channel on the Pacific side. Two twin locks have been built within the dam cost \$11,574,000.

The sea level channel from the Miraflores locks to the Pacific is 500 feet wide and 45 feet deep. It was dug by dredges and cost \$13,170,000. After passing the Miraflores locks vessels may steam straight to the Pacific Ocean.

The lock, instead of a sea-level canal was determined upon because of the variance of the tides of the Pacific and Atlantic Oceans. While the mean sea-level of the two oceans is the same at Panama, the tide on the Atlantic side had a life of 2 1/2 feet, while on the Pacific side the maximum rise is 21 feet.

The Panama Canal has collected its toll in human life, even under the remarkable sanitation of the United States Government. Under the United States Government, under Col. William C. Gorgas of the Army Medical Corps, with the great waterway nearly completed, the deaths have been 5718. Of that number, 1192 have been killed by violence. The average under American occupation has been 31 employees killed every month, with 478 the greatest number in one year.

The worst accident was on Dec. 11, 1904, at the Obispo, when 35 men

were killed and 40 injured by a premature explosion of dynamite.

Plague Danger Reduced. But through the efficiency of the medical corps under Col. Gorgas, the danger of tropical fevers were greatly reduced. Smallpox, the plague and other virulent diseases were banished. This was accomplished by exterminating the mosquitoes and enforcing rigid quarantine. The death rate was reduced from 8.14 per 1000 in 1906 to .614 last year for both disease and accident. Only one epidemic of yellow fever raged, and that was from April to September, 1905, early in the operations, when 37 employees died.

The time required to make the passage of the canal will be from 10 to 12 hours. For freight there will be a toll of \$1.25 a ton, with no charge for passengers. American coastwise vessels are relieved from the payment of tolls.

The canal will save 8000 miles by sea between New York and San Francisco and similarly benefit Boston, Atlantic seaports will be brought 4000 miles nearer Australia and the canal will practically open the west coast of South America to the trade of the Atlantic cities.

It is estimated that the annual expense of maintaining the canal will be \$4,000,000, and about 2500 employees will be required. To pay the interest on the investment and the expenses of operation will demand annual revenue of about \$15,000,000. Experts on traffic do not believe the annual receipts will reach this sum, so the Government will doubtless operate the canal at a loss.

The Boston News Bureau says: Striking engineers who deserted the Bangor & Aroostook road in the midst of the crop movement last winter have found their successful replacement by other workers very hard at work, and recently asked Mayor Fitzgerald to represent to the Interstate Commerce Commission, that a point threatened Boston and New England because of the alleged failure by Bangor & Aroostook to adequately transport the crop. Actual returns however for the first 27 days of September show 3518 cars of potatoes moved by the road, against 1669 cars moved by the old engines in the whole month of September, 1912. President Todd writes: "Never in the history of the Bangor & Aroostook has it moved such a volume of freight traffic."

The Interstate Commerce Commission has served notice to participating state public service commissioners. Prouty and others interested that Commissioner Prouty will come to Boston on Oct. 21 to hold the next public hearing in Boston & Maine's campaign for increased transportation rates. The hearing is underfoot will be largely devoted to testimony from the shippers' organizations, who since the hearing last month have been carefully studying the advances in class rates proposed by the road. The hearing will be opened at 2 p. m. on the above date in the Post-Office Building.

Orders have been placed with the Middletown Car Works for 59 flat and 28 box cars for the Bangor and Aroostook road.

The Pullman Car Co., inaugurated sleeping car service today between Pittsburgh and Boston.

L. S. Bean retired passenger trainmaster, southern division, of the Boston & Maine road is now living at Ashland, N. H.

Mrs. Jeannette Barnes has passed the past week at the mountains. The mild weather and the bright autumn foliage make the trip an ideal one.

Mr. and Mrs. Frank Langley passed a day recently with friends in town.

Mr. Hawbridge is enlarging the cottage which is occupied by the superintendent of his farm.

Great excitement prevailed in our community recently when one of the neighbors discovered a light moving about in the lower part of the unoccupied house which is owned by Mr. Eardan now of Brookline, Mass. The policeman of Portsmouth were notified and came out. The housebreaker had escaped but after investigating the premises a large pane of glass was found smashed and no doubt the

YEGG MEN MAY BE IN WOODS NEAR DURHAM

The players of Pollockman Heath of Salisbury are still at liberty, and the chase for the yegg men who killed him has shifted from around Salisbury to this section of the state.

Saturday two men who had been hiding in the Kingston woods, were not there when the woods were searched Sunday morning and last night. The woods, between Newmarket and Durham were being guarded, two men having been seen there late Saturday.

Last night Chief of Police Beckman with two Haverhill and four Dover police were guarding the woods, and Fred Flynn of the State Police was at Dover, to take the trail at daylight.

Sunday evening two men, one tall and the other short, were seen walking from Dover to this city, and the local police were notified, but when the officers were on the way to the Dover track they met officer Carlton coming up Market street with the men. They had met them on Noble's Island and was taking them to the station for a lodging. They gave their names as Angus McDonald and John Brainer.

Later Chief Beckman with a Dover and Haverhill officer in an automobile arrived here after the same two men, and were surprised to find them at the police station. They were questioned and gave a good account of themselves. Brainer slept last night at the Dover police station and McDonald at a lodging house in Dover. They will be released in the morning.

Miss Hannah Pickering attended the W. C. T. U. convention which was held in Dover Wednesday and Thursday of last week.

Mrs. Berkeley was a visitor in Dover on Thursday last.

Mrs. Bartholme and daughter of Greenland spent Wednesday with her sister Mrs. Charles Coleman.

Mrs. Mary Pickering was a visitor in Greenland on Thursday.

Mr. Hunkridge and family have gone to Boston to remain for a while.

Mr. and Mrs. Howard Knox are celebrating over the birth of a son born on Friday morning.

The Walker brothers have recommenced sawing the lumber in what is known as the Langdon pasture.

The Shakespeare Club met at Mrs. James Coleman's camp on the bank of the river on Thursday afternoon.

Miss Justina Bennett and mother of Portsmouth are the guests of her sister, Mrs. Wm. Pomeroy.

Mr. and Mrs. George D. Boulter and Miss Violet Landers of Love lane left this morning for a vacation trip to Harbison, Mo.

Just Noble Grands Mabel B. Gerry and Almena S. McIntire of York Rockingham lodge left today for Portland to attend the Rebekah Assembly which convenes there tomorrow. Others who will attend are Elta M. Keene, Virginia Williams and Grace W. Chick.

Miss Sara and Charlotte Blackford of Pleasant street passed the weekend in Portland.

Mrs. Charles Farwell of Walker street is visiting her daughter, Mrs. Len J. Irish of Frydenburg, R. I.

Mrs. Ralph Haley of North Kittery returned on Saturday from Intervale, N. H., where she has been for the benefit of her health.

A telephone was recently installed into the home of Ira Keene, the contractor and builder.

A party composed of members of Canton Hynes, No. 7, are planning to go to Portland Wednesday to attend the Grand Lodge session that day at 2.30 p. m. In the evening the exercises will include the conferring of the degree of obliquity, and among those to take that degree is Miss Almena S. McIntire.

Tomorrow evening at the regular meeting of Constitution Lodge, No. 88, Knights of Pythias, there will be a drill of the first rank team, and all members are requested to be present.

Mrs. Mayon Parnall of the Intervale is restricted to the house by illness.

The Ladies' Aid of the M. E. church holds its regular meeting on Thursday evening with Mrs. Thomas' Ritchie of Commercial street.

Dr. and Mrs. E. B. Shapleigh of Wentworth street leave today on a gunning trip to eastern Maine.

Mr. and Mrs. U. G. Sweet of Love lane have returned from a week's visit to Boston.

Mrs. Harold Lyders and two children of Central street are visiting relatives in Somerville, Mass.

The W. C. T. U. will meet on Wednesday afternoon with Mrs. Alfred Goughins of Rogers road.

Walter Dunnell of Lynn passed the weekend with his parents, Mr. and Mrs. F. E. Dunnell of Central street.

Mrs. Brownell of the Intervale Revue office in Portsmouth, passed Sunday with Mr. and Mrs. Justin H. Shaw of Pleasant street.

Little Edith Stanley of Danville Street accompanied her aunt, Mrs. Charles Long of Portsmouth, to Quincy, Mass., today for a week's visit.

There will be a special meeting and drill of Pleasant Chapter, No. 40, O. E. S., on Saturday evening. The regular inspection occurs on Oct. 22.

Miss Mary D. Mulvaney of Radcliffe college is passing the holidays at the home of her parents, Mr. and Mrs. Archibald Finlayson, on Cable road.

Miss Josephine Trearlin of the Boston Museum of Fine Arts is visiting her parents, Mr. and Mrs. William

Trearlin at East Rye. Miss Trearlin has as her guest Miss Alice Woods of Newton, Mass.

Mr. Guy E. Caswell, of the General Electric Works at Lynn, Mass., is passing the holidays with his parents at Locke's Neck.

Many here are spending the weekend in other towns.

Friends of the late Harrison W. Salter were grieved to hear of his death on Sunday morning. Mr. Salter has been falling for a long time, but not until last week was he critically ill. The funeral will be Tuesday afternoon at his late home at 2 o'clock. His many friends will strive to attend and pay their last tributes to the one who was so friendly to all.

The Jolly Old Farmers of Rye will hold the second of their series of old fashioned dances in Rye town hall on Wednesday evening. These dances, which have been so successful during the past two winters, are increasing in favor and both old and young attend. This year the Jolly Old Farmers are giving you the best ever.

SEE IF THE CHILD'S TONGUE IS COATED

Mother! Don't Hesitate! If cross, feverish, constipated, give "California Syrup of Figs."

Look at the tongue, mother! If coated, it is a sure sign that your little one's stomach, liver and bowels need a gentle, thorough cleansing at once.

When peevish, cross, listless, pale, doesn't sleep, doesn't eat or act naturally, or is feverish, stomach sour, breath bad; has stomach-ache, sore throat, diarrhoea, full of cold, give a teaspoonful of "California Syrup of Figs," and in a few hours all the foul, constipated waste, indigestible food and sour bile gently moves out of its little bowels without gripping, and you have a well, playful child again.

You needn't coax sick children to take this harmless "fruit laxative," they love its delicious taste, and it always makes them feel splendid.

Ask your druggist for a 50-cent bottle of "California Syrup of Figs," which has directions for babies, children of all ages and for grown-ups plainly on the bottle. Beware of counterfeiters sold here. To be sure you get the genuine, ask to see that it is made by "California Fig Syrup Company." Refuse any other kind with contempt.

DIES ON B. & M. TRAIN

Mrs. Otto Oleson of Somerville Was On Way to Maine To Attend Funeral of Father.

Mrs. Beale Oleson, aged 48, wife of Otto Oleson, of 714 Broadway, West Somerville, while on her way with her husband and children to attend the funeral of her father, Charles Oscar Nelson of 28 Free street, Portland, died suddenly late last night on a Boston & Maine train near North Berwick. The body was taken to Portland.

The funeral of Mr. Nelson took place this afternoon and Rev. Dr. Erb the pastor of the High street Congregational church, officiated. The body of Mrs. Oleson was sent to Somerville this evening.

OBITUARY

Harrison W. Salter.

Harrison W. Salter died at four o'clock Sunday morning at his home in Rye, at the age of 64 years, 11 months, 24 days. He was a carpenter and lather by trade and worked in this city for many years and was well known to the trade. He was a native of Essex, N. H., and he leaves a wife and a daughter.

Omega Oil for Pains in the Back

Soak a towel in boiling hot water, wring it dry, place it over the part of the back that hurts for a few moments. This opens the pores. Then rub in some Omega Oil. Quick relief usually follows this simple treatment. Trial bottle 10c; large bottles 25c, 50c.

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Great Sacrifice IN Bathroom Fixtures

For the next ten days I will sell nickel plated bath room fixtures at cost, also white enamel bath tubs, complete to the floor, \$17.75.

Call and be convinced. Office hours 7.30 a.m. to 5.30 p.m.

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How many times do your salesmen fail to do business because the way wasn't prepared for them with properly placed advertising?

It's the newspaper that must win a hearing today for your product.

Advertising is necessary in making sales because purchasers have to be first interested in your goods--have to be first convinced that you really have something worth while to offer them--before they buy.

No selling plan can be effective, and no sales force can bring home the bacon without direct advertising. It's the very life-blood of business.

If you wish us to criticize your advertising we shall be pleased to give you our opinion without charge.

We write the right ads to make advertising good advertising.

Horse Shoeing
In All Its Branches.
TRAFTON'S FORGE
300 MARKET ST.
We do Autogenous Welding and Repair Work with Dispatch.
GEORGE A. TRAFTON

FRENCH NAVY

TAKING PLACE WITH WORLD'S POWERS

Washington, Oct. 12.—The Lorraine, the third of the Bretagne group of French super-Dreadnaughts, of which the Bretagne and the Provence were launched towards the end of April last, was last week launched at Lorient in the presence of M. Baudin, Minister of Marine. The Lorraine is of 23,550 tons displacement, 547 feet in length, 50 feet beam and 29 feet 6 inches draught. Her horsepower is 29,000, and the estimated speed nineteen knots. She will carry ten 13.4 inch guns, in five double turrets in the center line, so that the whole ten guns can fire from either side of the vessel. The remaining armament consists of twenty-two 5.5 inch guns, in ten groups, and four submerged torpedo tubes. The armor is a belt of 10.3 inch amidships and 7 inches at the ends, and will be from 10 inches to 17 inches at the turrets. The estimated cost is slightly over \$12,500,000. Whereas the sister ships, Bretagne and Provence were launched eleven months and twenty days after being laid down, it is only ten months since the Lorraine was laid down in Lorient, towards the end of November last. Her launch, therefore, marks a very considerable advance in the rapidity of French naval construction. The Lorraine will be ready for commission towards the end of 1915. Her sister ships, the Provence and Bretagne, are expected to be completed by May 1 of the same year.

France Rushing Programme

M. Baugin, the Minister of Marine, in his speech, congratulated the members and personnel of the shipbuilding fleet on the speed with which their work had been carried out.

"The naval programme is being completed without hesitation and with the utmost regularity," he said. "Thanks to this regularity the two first battleships of the naval programme, the Jean Bart and the Courbet, will be ready for commission in November of this year. The France and the Paris, their sister ships, will be in commission in July of next year. The three vessels of the Lorraine type will be completed in two years. Then will come the Normandie. Already the Normandie and the Langedoc have been laid down, and tomorrow, the keels of the Plancher and the Gascoigne will be laid in the yards of Brest and Lorient."

Summing up M. Baugin stated that at the end of 1914 the active squadrons of the French navy would be composed of seventeen battleships of the first rank—constituting a force capable of measuring itself with the most redoubtable foe." He hoped that the figure might even be eighteen, as he had been authorized by the Government to ask Parliament to advance to Jan. 1, 1914, the date of the laying down of one of the battleships provided for in the naval programme. This battleship would be added to the Lorraine group, to form a homogeneous division of four battleships. The Normandie group will differ from the Bretagne group in that they will have twelve, not ten 13.4-inch guns, in three, not five, torpedoes, and will carry twenty-four instead of twenty-two 5.5-inch guns and six not four, submerged torpedoes. Their engines will be more powerful—32,600 horsepower—and they will develop a speed of 21.5 knots.

As regards the new French 13.4 inch gun, it has, according to the ordinance table of the Schneider firm, a weight of sixty-six tons and the projectile used weighs 1332 pounds, the muzzle energy being 65,383 foot-ton and the muzzle velocity 2675 foot seconds. The weight of the projectile is notable, being heavier than that used by the 13.5 inch gun of the Orion, which, as the tables of the Vickers, Armstrong and Coventry firms show, has a weight of 126 pounds. As all the Lorraine's heavy guns are on either broadside, it

is significant to find that there is practically no difference in displacement. Whereas in the British Navy there was an advance in size for the 20,000 tons of the Colossus, the last French gun ship, to the 32,500 tons of the Orion, there is only a 3,000 tons difference between the 32,985 tons of the Paris and the 23,377 tons of the Lorraine. It will be found upon examination that the French constructors have designed a ship of smaller tonnage with a main armament fewer, but more powerful guns, and to compensate for the increased weight of the mountings, and pro-

which have thus a combined weight of 6,600 lbs. The ten 13.5-inch guns of the Borraane have a total weight of 200 tons or 24 tons less. This is probably more than absorbed however by the heavier mountings and by increased weight of ammunition, although the guns carry 100 rounds in their heavy guns. The designed app for the France and Paris is two knots but that of the Borraane nineteen knots. Parsons' machinery installed in each case is of the same type, such as in the secondary turret, the main armored protection, and the like, the

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Admiral Ward is Retired

Having reached the age of retirement, Rear Admiral Aaron Ward, U. S. N., whose home is in Reclay, L. I., relinquished his post of supervisor of the harbor of New York yesterday and completed a long and active career in the United States navy. Since his graduation from the Naval Academy in 1870, Rear Admiral Ward has held many important posts, including the command of the first and third divisions of the North Atlantic fleet, and a member of the General Board at the department and was selected by President C. Knov, Secretary of State to act as the naval aid at the funeral of the emperor of Japan, his health prevented Rear Admiral Ward from accepting this last honor.

ever, to destroy the value of the planting.

CHANGED FASHIONS IN NAMES.

The Bible Not Drawn Upon Now.

Formerly.

A certain set of Christian names taken from the scriptures have been in use so long that we do not think of them as Bible names. Among them Adam, Moses, Samuel, David, Daniel, Solomon, Abraham, Isaac and Jacob. Others taken from the saints, like Peter, Paul, John, Stephen, and Matthew, originally given to children because they were born on the saint's day, are still so common that we think of them as English names. Their names antedate the use of surnames, so may be inferred from the fact that

After his graduation from the Naval Academy Rear Admiral Ward's advancement was rapid. He received the commendation of the department for the regime of a naval apprentice. Before the outbreak of the Spanish War, he was junior aide to the commandant of the New York navy yard which post he left to command the navy. He served in the yard in 1883 and again in 1900. He was superior of New York harbor for several years. Rear Admiral Ward's successor has not been designated by the department.

Republicans with Daniels on Armor.

Maintaining that investigation into armor plate expenditures had enabled the Government to "know without a doubt that it is being systematically robbed by the "Steel Trust" Representative Barton, Republican, of Nebraska, yesterday pledged support to Secretary of the Navy Daniels' plan to establish a Government armor plate factory. Speaking on the subject in the House, Representative Barton reviewed the reports of the Government departments on the alleged Steel Trust armor plate monopoly and read a letter from Secretary Daniels.

"I feel sure," wrote the Secretary "that Congress will not fail to back up the Department in whatever steps seem best to obtain armor plate at a fair price. This is too great a Government to sit still and allow any two or three concerns to fix identical prices. Unless something is done, we may have the Government at their mercy."

DIRECT SEEDING GIVES GOOD RESULTS

Pine seed sown directly in the spots where the trees are to grow is yielding good results in young trees on the Tahoe national forest in western California.

This is in marked contrast to the usual results in such cases, because squirrels, mice, and birds will eat the seeds, where they are planted without protection, and even when these enemies below the seed to germinate, the

things during their first season. Because of these vicissitudes foremen usually find it advantageous to grow the seedlings in nursery beds, where seeds and plants can be protected by wire screens and shade frames, and where water can be applied when needed. Usually, too, the seedlings are transplanted once or twice before they are set out in their final situation, the transplanting process serving to develop stock plants with compact, sturdy roots. While the nursery bed and transplant process involves more work, it is said to be generally cheaper in proportion to results accomplished, particularly when the cost of seed is taken into consideration.

The California experiment, which indicates the possibility of direct seeding of certain species in some localities, was conducted on an area of 12 acres, sown in the fall of 1910 to Jeffrey pine. A large number of seedlings have become thoroughly established and have made thrifty growth. The plantation is at an altitude of 6000 feet where there is more moisture than at lower elevations.

When the seeds were planted they were coated with red lead to discourage mice and other rodents, but so far the forest officers could find out the lead coating had no such effect, not enough of the seed was eaten, how-

NEW LAND DISCOVERED AT NORTH POLE

St. Michael, Alaska, Oct. 12.—The Russian government steamers *Taimyr* and *Waygatch*, under Commander *Wilitsky*, which have been engaged in Arctic exploration north of Siberia for three years arrived here today for coal.

Captain *Wilitsky* reports the discovery of a body of land as large as Greenland, extending beyond Latitude 81 north and Longitude 102 east.

Verifies Peary's Idea.

Admiral Peary and other Arctic explorers have believed that a large body of land, either a continent, existed in the polar regions. The Canadian government had so much faith in the theories of Peary, Stefansson and other explorers that last summer it sent *Wilhelmur Stefansson* with the best equipped polar expedition that ever entered the ice.

Stefansson himself, with the whaler *Karluk* got away safely from Point Barrow and steered for the north, seeking the unknown continent which the Russian expedition reports had been discovered.

**DOUGLAS FAIRBANKS, ACTOR
AND AUTHOR**

**He Writes Comic Plays for Raymond
Hitchcock and is Working on
Plays of His Own**

To the public at large the name Douglas Fairbanks at once calls to mind a tallish, slim, athletic young man who acts youthful Americans with an abandon, a natural buoyancy, and a dashing spirit that seems to typify the younger generation. That feeling of change or restlessness, of going ahead and get there which is essentially an Americanism he portrays on the stage in an inimitable manner.

Off the stage Fairbanks is much the same—a personality that is jovial,

heartily, sincerely, manly, with none of the affectations or mannerisms that mar many of less talented professionals. If a stranger were to be introduced to him without being informed of his vocation he would take him for a banker or a lawyer's clerk, or a student at the university of perhaps a young physician. No one would think of him as an actor. He bears none of the earmarks of the Halito.

Considerable newspaper space has been given to Fairbanks' exploits as an athlete and devotee of sports of all kinds; and recently his adventures as an aviator have attracted attention. But heretofore few persons have been aware of his ability as a writer of comic songs. It is a fact that several of the topical songs lately sung by Raymond Hitchcock, De Wolf Hopper and other comedians in recent musical comedy successes were written by Mr. Fairbanks. Mr. Hitchcock's latest piece "The Beauty Shop" contains a new score by Fairbanks called, "I'm so Bad I'm Scared of Myself," the words of which are very funny and made still funnier by the dry sprawling humor of "Hitchy." The burden of the verse is that the singer is a bold, western man who goes out and shoots somebody every time he feels like "cutting up," and as his father is an undertaker there's method in his madness.

"When business is bad I am to dad,
I'll just stroll down the street a bit,
And plug a man or two."

Mr. Fairbanks has lately turned his remarkable hand to playwriting. He has

those dramatists who have prepared plays for him. He has experienced as much difficulty in finding just the sort of a play, he wants that he is beginning to draw from his own idea and experience and in a few years, he may launch forth as clever a playwright as he is an actor, following in the footsteps of William Gillette, William Collier and others. How over, Fairbanks has already put over several successful vaudeville sketches of his own, none of which appeared under his name. It is only a step

"My work is my play," says Daughd Fairbanks. That's the keynote to his temperament; his comical, boyish activity and enthusiasm, so why should he not amuse himself by writing his own plays and composing comic songs for his friends of this stage.

"Is there anything Fairbanks can not do?" asked one of his friends the other day at the Lambs Club in New York.

"Well, there's one thing I never saw 'Doug' do and I don't believe it's possible for him to do it," replied his companion. "That is lounge around and lead the way to fellows do 'Doug

FOREST NOTES

Squirrels collect much of the seed used for planting by the forest service.

A growing scarcity of willow, generally used for wooden spools in Europe, is leading to an adoption of poplar Torrey alne, a distinct Californian species, has been found in only a few isolated localities in the southern part of the state.

One hundred acres on the Florida

onal forest will be to maritime
wood this fall. Maritime pine is
a source of the French turpentine
industry.

The French recently received the
cargo of lumber from the Ten-
nison national forest, Alaska. The ship-
ment consisted of 1,500,000 feet of
lumber.

Three native species of larch tur-
pentine in the United States, One
is in New England and the lake
larch, another in the Pacific north-
west, and the third in the high moun-
tains of the northern Rockies. Euro-
pean larch has been planted exten-
sively in the prairie states.

FUNERAL NOTICE

The funeral of Harrison W. Satter
will be held at two o'clock on Tues-
day afternoon from his home in Rye.
Rev. J. H. Satter.

CLASSIFIED ADS
For Sale, Wanted, To
Let, Lost, Found, Etc.
**YOU GET RESULTS
FROM THIS COLUMN**
1 Cent a Word Each In-
sertion. Four Lines
One Week 40c

HELP WANTED.

WANTED—A position as house-keeper by an American widow with small child. Address H. Herndon, care of Mrs. J. H. Herndon, Chicago, Ill.

WANTED—A day nurse for two or three children. Apply at once to Mrs. J. H. Herndon, Lincoln avenue, Chicago, Ill.

WANTED—Job pressman. Apply at once to J. H. Herndon, Chicago, Ill.

WANTED—Two or three furnished rooms for light housekeeping. by J. H. Herndon, Chicago, Ill.

and wife must be in ward 2, for modern improvements, within 10 minutes of downtown and in a locality. Address N. this office, ch. 1w, Oct. 8

WANTED—We guarantee to pay the amount of any other deal for old fashioned furniture and other goods. Send order to F. J. Weisner, Metal Delivery, Portland, Me. 114

WANTED—Salesmen to sell Lupton's
Oil, House and Barn paint, and
specialties. Big profits. Champion Pa-
int Co., Cleveland, O.
on 1 Mon. Sept. 10

EVEN PER CENT. ON YOUR MONEY—Canada Co., Bankers, Omaha, Nebraska, can get you 7 per cent on your money in amounts from \$500 to \$100,000 on first class security, short or long term loans, commercial paper for discount. Correspondence invited, New York, N. Y.

TO LET.
TO LET—A small (tenement at 29
with street. Apply at 320 South
pet. Rent \$7.50. he a N. 1
TO LET.—Office with private coun
office, same floor with Herald, a

TO LET—Flat of four rooms, ADJACENT to
46 State street. B30HC (2).

TO LET—Suite of three offices with
modern conveniences. Inquire at
Herald Office. B2 of 10.

Second story offices to rent. Steam heat and electric lights. Apply at the office of the Granite State Fire Insurance Co., Portsmouth, N. H.
C. F. Sept. 2

FOR SALE

FOR RENT—Two front offices, brewman's block, ready November 1. Inquire of the Janitor. 04CHT.

FOR SALE—House of 2 rooms and bath, completely furnished, heat, loc.

FOR SALE—Hawkins strain, Ch.
Willis Plymouth Rock Cooker, \$2
and \$3.00. Shepherd Hill strain, S.

FOR SALE—The most desirable

FOR SALE—French Silk Poodle
Five weeks old. Inquire at 182 Main
street, city. CHS C 7 19

LOST

LOST—On the road between N
Wurport and Kittery Point, on T
day evening, a small red leather
bag with flowers on one side. A

ward will be given the order if
turned to F. James Brothers, KKK
Point, Mo. MC 213

TRANSPORTATION

TIMETABLE

In effect Sept. 28, 1913

Leave Portsmouth for Boston—
6.25, 7.20, 8.15, 10.41, 10.53, 11 a.m., 1.40, 2.35, 3.30 p.m. **Sundays—** 6.00, 7.45, 10.00 a.m., 1.45, 5.00, 7.55 p.m.

Arrive at Boston from Portsmouth—
8.00, 8.15, 9.05, 10.21 a.m., 12.15, 12.45, 1.30, 2.52, 3.30 p.m. **Sundays—** 1.10, 1.16 a.m., 12.40, 1.45, 7.15, 8.15 p.m.

Leave Boston for Portsmouth—
3.35, 5.00, 10.24 a.m., 12.15, 3.30, 4.55, 6.00, 7.30, 10.00 p.m. **Sundays—** 4.00, 9.00 a.m., 1.30, 7.00, 7.30, 10.00 p.m.

Arrive at Portsmouth from Boston—
10.4, 10.15, 10.41 a.m., 12.17, 2.33, 6.29, 11, 12.52, 9.08, 11.34 p.m. **Sundays—** 1.34, 10.27, 10.41 a.m., 3.22, 9.00, 9.05, 3.34 p.m.

Leave Portsmouth for Portland—
5.50, 10.44 a.m., 2.43, 5.35*, 8.03, 11.33 a.m. **Sundays—** 11.44 a.m., 9.03, 11.33 p.m.

Leave Portland for Portsmouth—
7.05, 9.00 a.m., 12.05, 6.05 p.m. **Sundays—** 8.00 a.m., 12.10 p.m.

Leave Portsmouth for Concord—
7.44 a.m., 12.18, 6.53 p.m. **Sundays—** 7.25 p.m.

Leave Concord for Portsmouth—
7.25 a.m., 12.03, 3.35 p.m. **Sundays—** 3.23 a.m.

Leave Portsmouth for Dover— 5.55, 4.47 a.m., 12.12, 7.40, 9.35*, 9.52 p.m.

Arrive Portsmouth— 10.55 a.m., 8.13 p.m.

Leave Dover for Portsmouth— 6.47, 1.17 a.m., 12.55, 4.22, 5.35, 10.00 p.m. **Sundays—** 1.10, 10.00 p.m.

Leave Portsmouth for Somersworth, Belknap, Wolfboro, North Conway and Intervale— 10.15 a.m., 2.48, 5.38 p.m. **Sundays—** 1.05 a.m.

Leave Portsmouth for York Beach— 10.00, 11.00 a.m., 2.55, 5.43 p.m.

Leave York Beach for Portsmouth— 3.4, 9.28 a.m., 12.43, 8.50 p.m.

* Via Dover.

* Connects with New York Express.

*** Will not run after Nov. 30.

*** No Connection for Wolfboro.

NEW YORK 240
BAY STATE LINE

Outside: Two North
Staterooms, \$1.00
Modern Steel Barrow Steamships

Georgia and Tennessee
Daily and Sunday Between Provincetown
and Pier 38 East River, N. Y.

New Management
Improved Service.
CITY TICKET OFFICE
214 WASHINGTON ST. BOSTON.
Write for Folder

Colonial Line
Imperial Passenger Service
BETWEEN
Boston and New York

VIA SAIL AND STEAM
\$4.05 ONE WAY
ROUND TRIP **\$7.00**
WEEK DAYS AND SUNDAYS
Fast and elegant passenger steamers
"Concord" and "Langdon"
in connection
"Royal" steamers New & England
Ticket Office 222 Washington St.
Boston.

LOCAL AGENTS—E. H. SEIBERT,
104 Cornhill St., MISS MARY A.
McCARREY, 55 Hancock St.,
New York City.

"QUEEN OF SEA ROUTES"
Merchants' and Miners' Transp. Co.
STEAMSHIP LINES

Boston and Providence
—TO—
**Norfolk, Newport News,
Baltimore, Philadelphia,
Savannah and Jacksonville.**

Through tickets on sale to and from principal points. Fine steamers. Best service. Low fares. Wireless telegraph.

SPECIAL RATES TO

NORFOLK AND OLD POINT

Good for Bunkies.

James Perry, Agt. Providence, R. I.
C. H. Maynard, Agt. Boston, Mass.
W. P. TURNER, P. T. M.
Gen. Office, Baltimore, Md.

NAVY YARD FERRY TIME TABLE.

Launch leaves Navy Yard, Working days at 7.50, 8.35, 9.15, 10.00, 10.40, 11.15, 11.45 am; 1.05, 1.35, 2.15, 2.45, 3.20, 4.00, 4.20, 4.40, 5.00, 5.40, 7.45 pm. Sundays—10.00, 10.15 am; 2.15, 12.35 pm. Holidays—9.30, 10.30, 11.30 am.

Launch leaves foot of Daniel Street, Dartmouth, Working days at 8.35

8.45, 9.30, 10.15, 11.00, 11.30 am; 12.15, 1.15, 1.45, 2.30, 3.00, 3.40, 4.10, 4.30, 4.45, 5.10, 6.10, *10.00 pm. **Sundays—10.07 am, 12.05, 12.25, 12.45 pm. Holidays—10.00, 11.00 am; 2.30 pm.**

*** Wednesdays and Saturdays**

CHICHESTER'S PILLS
 A NEW AND IMPROVED REMEDY
 FOR THE RAPID CURE OF
 ALL THE ACUTE AND CHRONIC
 DYSPEPTIC AFFECTIONS OF THE
 DIGESTIVE TRACT.
 PREPARED BY
 CHICHESTER'S PILLS
 107 N. 3rd St., Phila., Pa.
 Solely by J. W. CHICHESTER

A School of Dressmaking

AT THE

THE D. F. BORTHWICK STORE

Will Be Opened Tuesday, Oct. 14th.

By a special arrangement with the Butterick Publishing Company, Miss Thompson, chief instructor at the Butterick School of Dressmaking—the most successful school of practical dressmaking in the world—will be at this establishment for two weeks at least, beginning October 14th.

Miss Thompson will show you how to plan, cut and make your own clothes thoroughly, completely and successfully.

Miss Thompson will teach you the newest methods and finishing touches employed by the great Paris and New York dressmaking establishments.

This will be the first school to be conducted by them outside of New York City and is at our solicitation, we believe it to be a very great opportunity to obtain a knowledge of practical dressmaking with the use of paper patterns.

Members will be enrolled at our Butterick Pattern Department.

We are very glad to offer this opportunity; it is hoped that all interested will avail themselves of Miss Thompson's teaching.

D. F. BORTHWICK.

ITEMS OF INTEREST TO

NAVY YARD EMPLOYEES

Bowling at Washington

Washington navy yard has had a bowling league for six years. On Monday last the season was again opened with a lot of new faces in the several teams.

Taken To His Home

Andrew Hanning, engine tender at the central power plant who was injured a week ago by falling timber has been removed to his home in New Castle.

Native of Somersworth

Commodore C. P. Perkins who recently died at San Francisco was a native of Somersworth, N. H. He entered the service July 24, 1865 and served on the U. S. S. Monadnock during the Spanish war.

Living at Belmont

Rear Admiral George B. Hanson, a former engineer officer at this yard, now retired, who has been living at Philadelphia, N. Y., is now located at Belmont, Mass.

Booming Boston

A bill has been introduced in congress which authorizes expending the sum of \$300,000 for the purpose of supplying ways, cranes and machinery equipment and other necessary appliances that may be needed to equip the Boston yard for the building of battleships and other vessels of war as well as other ships that might be needed by the U. S. government.

Chain Work at Boston Yard

The head of the ball division of the Boston navy yard has in contemplation some very important improvements in the manufacture of chain for naval purposes. While such a purpose is exceedingly commendable and it is desirable to effect every possible economy in the cost of such work, exceptional care must be taken to insure that the quality of manufacture should not be reduced, particularly as far as reaching results might accrue from a less efficient and enduring product. It has only been by progressive improvement and extended experience that efficient development has been brought about in the manufacture of chain. The effort to develop an improved method must be encouraged in every possible manner. By reason of the size and weight of the modern battleships, it is most essential that ever before that reliable cables should be obtained for the naval service. Considering likewise, the criticism to which the manufacture of chain by the Navy Department has been subjected by the commercial firms engaged in the industry, there are cogent reasons why the navy should be interested.

With this important work should be detailed from time to time to note the methods employed and advance made by private firms in the development of the manufacture of chain, both at home and abroad.—Army and Navy Register.

Inspection Officer Returns

Lieut. Commander Willis McDonald has returned to duty after two weeks leave of absence.

Why the Rush On the Tennessees

A crew of mechanics worked Sunday on the Tennessees. Just what the necessity for the rush on this ship is for is puzzling to those in charge.

The Herald Hears

That the Boston navy yard men as well as those at the Portsmouth station labored today.

That Mayor Fitzgerald attempted to get the department to close the yard for today, but failed.

That the central exchange of the telephone office is the place of a busy scene during a fire.

That few people realize what a trying situation it is for the operators.

That it is enough to test the nerves of an angel.

That the veteran firemen in the "movies" at Music Hall made a hit.

That the real with their movements at Amesbury could not be put on too often.

That the boys are wondering when the regulars will be seen on the screen.

That the Italian parade today was watched by a large number of people.

That it is queer the Massachusetts officials did not ask for the assistance of the New Hampshire police and sheriffs while visiting the Salisbury yards.

That the Rockingham County officials would be of good service on this case, knowing the country so well.

That several fourth degree members of the K of C are at Manchester today.

That the mud in the basin of the South Pond may come out this winter.

That the for has tied up shipping along the coast to a great extent for the past two weeks.

That the Devils Ball aggregation are not on to the "kitchen sink" dance.

That the railroad men are now predicting a lot of changes for January 1.

That the police court at Rochester is out against the sale of cigarettes to minors.

That several dealers have recently sold a fine in police court.

That the chief of police says business men should aid in the work of the police to put an end to juvenile smokers.

PORTSMOUTH THEATRE PROGRAMME

For Monday and Tuesday

Hard Cash—Gilson Drama in two acts.

The captain sold sail for home carrying with him fourteen thousand pounds. (\$70,000). After a hard fight with pirates and against a violent storm at sea he deposits his hard-earned money in a bank just as he is about to be killed by a pirate. He finds this out and hurries back to get his money. Does he get it? Come and see.

ACT—

Pathe Weekly, No. 54.

A great weekly "magazine" including 15,000 veterans of the Civil War attending the G. A. R. encampment at Chattanooga, Tenn.

ACT—

A Proposal from the Sculptor—Edison

Being the third of the series at "Who Will Marry Mary?" She gives her heart to a sculptor but for a very reason. Featuring Miss Mary Fuller.

Love Incognito—Assembly

Jack falls in love with an unknown beauty. He gets the job as the butler, and he gets in wrong with everybody. A fine comedy.

Matinee 2.15. Evening 7.00. Saturday Evening 6.45.

SLAYER OF PAIR

KILLS HIMSELF

Battleboro, Vt., Oct. 12.—The dead body of Irving Wrisley, the farmer who is believed killed Walter Nichols, a farmer of West Gullford, and Mrs. Nichols yesterday, was found in the woods not 20 yards from where the body of Mrs. Nichols was found early yesterday.

Wrisley had apparently killed himself with the third bullet from a revolver that lay near his right hand.

The body of Walter Nichols was the first one found. He had been murdered. An all-night search resulted yesterday morning in the discovery of the body of Mrs. Nichols in the woods some distance from her home. She had been shot to death.

The searchers continued to examine

the woods in the hope of finding some clue to the perpetrator of the deed, and they came upon the body of Wrisley. When the body of Nichols was found it was believed that Mrs. Nichols had been lured into the woods by the farm hand, that he shot her and then escaped in a wagon in which Mrs. Nichols had left the house.

Willard Tucker, a neighbor, who lives a quarter of a mile from the Nichols house, says that late Thursday afternoon he saw two men running along the road where Nichols' body was found and that one of them suddenly fell and did not rise again.

Later Tucker heard two shots in the woods.

Mr. and Mrs. Nichols had no children. Until last Monday the husband's father and mother lived with them, but at that time, having found the place to the young man, the parents moved away.

Nichols was junior of the Baptist church in West Gullford, and it was his failure to appear at a meeting in the church Thursday which led to the discovery of the crime. The clergyman, calling at the house, found the place deserted and later discovered the body.

That Mrs. Nichols left the house intending to return in a short time is indicated by the fact that all her best clothes were left hanging in a closet. She was 29 years old.

The police say the two men and Mrs. Nichols were in an orchard picking apples on Thursday. The men went to the barn for a ladder, and while there quarrelled. Either in the barn or on the nearby road Nichols was struck on the head with a hammer or similar weapon and died from the blow. Then Wrisley seems to have returned to the wife, and on some pretext led her into the woods, where she was shot.



Our raincoat display includes English "slip-ons" in various qualities from \$6.50 upwards.

Imported tweeds, cravenetted, cut "Raglan" style, a very classy garment, a fall overcoat as well as a raincoat. Two grades, \$12.50 and \$15.00.

Many other special smart styles, \$18.50 and \$20.00. Also, the best \$10.00 raincoat made, "The Universal."

HENRY PEYSER & SON

"Selling the togs of the period."

LOCAL DASHES

Auto ignoring parties were numerous today.

Light automobile jump at 5.37 o'clock this evening.

The U. S. S. Paducah will sail on Wednesday for the South.

Portsmouth has seen its first parade in honor of Columbus day.

John H. Dowd's Marble and Granite Monumental Works, 52 Market street.

Upholstering, hair mattresses renovated. Morrison Brothers. Phone 679.

Sunday was a very disagreeable day and many people remained indoors the entire day.

Quite a number of our citizens went to Boston today to witness the big parade in that city.

Lobsters and fish of all kinds caught by our own boats, fresh every day. The Jamison & Sons. Tel. 663.

Did you see the beautiful sunset on Sunday? It is to be hoped that it was an omen of fair weather.

Count Delph, President of America, made a creditable showing on their first public appearance today.

Now that the world's series are over with it is time for the local sports to direct their attention to football.

Local weathermen claim that we will not get fair weather until after Wednesday, when the moon changes.

A good sized crowd of rustlers accompanied the high school football team to Newburyport this afternoon.

Now is the time to have your house cleaned by the vacuum process. Drop a card to E. A. Robbins, 131st, Mo. Tel. 309-24.

One would not judge that it was a holiday by the number of automobiles that lined High and Ladd streets this afternoon.

Daniel McIntire who was injured while coupling cars in the railroad yard several weeks ago, resumed his duties this morning.

Columbus Party at the Knights of Columbus Home, Monday evening, October 13th, at 8 p. m. Whist, dancing, refreshments.

Owing to the inclement weather at Sunday, Rally Day exercises were not held in the Methodist church, but were postponed until next Sunday.

Hard and soft wood for sale, sawed, split and delivered. Teaming and furniture moving. Lowest market prices. Reagan & Clair, 235 Cate street Tel. 1194 M.

Everybody is happy to see a fall day after the rainy season of the past two weeks.

Some good loam or filling dirt for the road. Some good gravel for concrete work for a load in rear of 60 Bow street, Chas. B. Woods, Caddis Agency. Not delivered at these prices.

On Sunday noon a large touring car skidded on Congress street and the hydrant in front of the Kearsarge hotel had the iron casing broken by coming in contact with the hub of the rear wheel. The machine was traveling very slow at the time and a serious accident was prevented.

Lobsters, Isen of Booths Haddock and Cod brought in every morning fresh by our own fishing fleet. H. A. Clark & Co., 1 and 2 Commercial Wharf. Tel. 615.

A number of New Hampshire horses from Somersworth, Dover and this city are entered in the races at the Tenthon Fair, which is to be held Tuesday, Wednesday and Thursday, October 14, 15, and 16.

Safety razor blades sharpened, lawn mowers ground, saws filed, umbrellas mended, keys made, locks repaired, razors, honed and rehandled, scissors, knives and tools ground at Harno's, 45 Daniel street.

On Saturday afternoon the local police were notified to be on the lookout for two men who had boarded the train at Epping and reached the Ballcherry station. It was later learned that they were two prisoners who had just been released from Brentwood.

PERSONAL ITEMS

Mrs. B. F. Blanton passed Saturday in Boston.

Harry P. Mowse passed Sunday with friends in Newburyport.

W. C. Walton and wife have returned from the Bankers' Convention.

Herbert Hubbard of this city has shipped in the navy as an electrician.

Dr. J. D. Carly and wife have returned from a week's stay in New York.

Arthur DeMontford of the Manchester Mirror staff was a visitor here on Sunday.

W. J. Anketell of Boston was here on Saturday talking on former associations.

Miss Emma H. Hartford has been elected a member of the Smith College Club.

Col. William C. Ham of the Boston Custom House staff, is passing a few days in this city.

Miss Mary Taitton of Haverhill, Mass., has been visiting Mrs. J. W. Emery for the past week.

Augustus Finnegan of the Boston postoffice force is passing a few days with his family in this city.

Henry M. Finnegan of Boston passed Sunday in this city, the guest of Mr. and Mrs. Augustus Finnegan.

Robert Bradford of Boston passed Sunday and the holiday with his sister, Miss Bradford of Court street.

County Solicitor Ernest L. Cuytill left today for New York where he has legal business to occupy several days.

Col. Michael Crowley of Boston passed Sunday in this city, with his sister, Mrs. William H. Bennett of School street.

Miss Susan J. Wentworth of Pleasant street, who has been on an extended trip, returned home on Saturday evening.

Mr. and Mrs. Fred Oldford and daughter, Beatrice, leave on Wednesday for a trip to Philadelphia, New York and other cities.

Mr. and Mrs. Frank H. Moore of Deer street and Mrs. Clarence E. Brown have returned from a trip to New York and up the Hudson.

Dr. A. C. Heffenger is attending the meet of the Brunswick Box Board Club at Barre and has several of his dogs entered in the various contests.

Chas. Shannon of the Chelsea police force, who has been the guest of Mr. and Mrs. Herman A. Brackett and other relatives in this city, returned home on Sunday.

Thomas A. Henry of this city has at Congress on Sunday and assisted in the conferring of the fourth degree of the Knights of Columbia on a large class of candidates.

Miss Ethel Pollard, a nurse at the Massachusetts General hospital in Boston, passed Sunday with her parents, Mr. and Mrs. George W. Pollard of Highland street.

Captain John Amazeen of the 1st. Haydon Grubb, stationed at Pensacola, is enjoying a 30 days leave of absence which he is passing at his home at New Castle.

Miss Dorothy Thayer, daughter of Rev. and Mrs. L. H. Thayer of this city has been chosen by Brunswick Division D, of Smith College, chairman of the executive committee.

Miss Aida Towle, daughter of former Conductor Towle of the B & M R R is passing a few days in this city and Kittery. She is the guest of Miss Chas. Brooks of Kittery.

Mrs. Joseph W. Alcorn and daughter, Miss Bertha S. Alcorn, of Mayhew avenue, left on Sunday for Milton, Mass., where they will be the guests of Mr. and Mrs. J. Miller Talbot.

William N. Kramer, President of the German-American Fire Insurance Co. of New York, one of the largest companies in America, is the guest of her brother in law, the Hon. Woodbury Langdon. Mr. Kramer is the best known insurance man in the country.

LOCAL DASHES

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Owing to the inclement weather at Sunday, Rally Day exercises were not held in the Methodist church, but were postponed until next Sunday.

Hard and soft wood for sale, sawed, split and delivered. Teaming and furniture moving. Lowest market prices. Reagan & Clair, 235 Cate street Tel. 1194 M.

Everybody is happy to see a fall day after the rainy season of the past two weeks.

Some good loam or filling dirt for the road. Some good gravel for concrete work for a load in rear of 60 Bow street, Chas. B. Woods, Caddis Agency. Not delivered at these prices.

On Sunday noon a large touring car skidded on Congress street and the hydrant in front of the Kearsarge hotel had the iron casing broken by coming in contact with the hub of the rear wheel. The machine was traveling very slow at the time and a serious accident was prevented.

Lobsters, Isen of Booths Haddock and Cod brought in every morning fresh by our own fishing fleet. H. A. Clark & Co., 1 and 2 Commercial Wharf. Tel. 615.

A number of New Hampshire horses from Somersworth, Dover and this city are entered in the races at the Tenthon Fair, which is to be held Tuesday, Wednesday and Thursday, October 14, 15, and 16.

Safety razor blades sharpened, lawn mowers ground, saws filed, umbrellas mended, keys made, locks repaired, razors, honed and rehandled, scissors, knives and tools ground at Harno's, 45 Daniel street.

On Saturday afternoon the local police were notified to be on the lookout for two men who had boarded the train at Epping and reached the Ballcherry station. It was later learned that they were two prisoners who had just been released from Brentwood.

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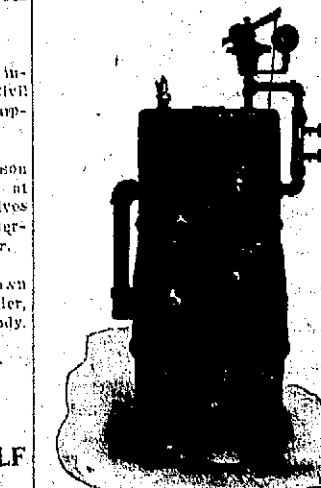
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